



CITY OF MILPITAS

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5470 • www.ci.milpitas.ca.gov

14 August 2013

Peter Lezak
Integral Communities
675 Hartz Ave.
Danville, CA 94526

Re: Integral Centre Pointe Mixed Use Project

Dear Mr. Lezak:

Thank you for the opportunity to comment on your application for the Centre Pointe Mixed Use Project that was submitted to the City on July 15, 2013 for the Tentative Map, Conditional Use Permit and Site Development Permit. The project includes a proposal for development of 604 dwelling units in wrap and townhome buildings along with 42,200 square feet of commercial and other on-site and off-site improvements.

City staff completed its initial review of the application to determine the presence of all information required to move forward in the process. This evaluation showed the information submitted in support of your application is not sufficient for complete analysis of the application. Therefore, city staff has determined that your application is incomplete in accordance with the Permit Streamlining Act. The issues identified below need to be addressed in your next submittal.

Overall Comments

- The project layout does not conform to the Transit Area Specific Plan street network. See Figures 3-1, 3-2 and 4-11. There should be a street between Market Street and Newbury Street along Centre Pointe Drive. Newbury Street and Centre Pointe create a "four-legged" intersection. City staff cannot support the project's current street network layout.
- Building entries need to face a street.
- Solid waste collection off Newbury Street is inconsistent with TASP requirements (See page 5-62) because it is in view from a public street.
- Need to develop off-site plans for trail and pedestrian bridge over creek.
- The amount of required commercial is deficient. Based on the TASP, 116,708 square feet is required for the properties Integral Communities controls or is in contract.

Outstanding information and issues

The project is deemed incomplete because the following issues are unclear:

Tentative Map Submittal

Sheet TM-1:

1. What is the gross density?
2. The existing zoning also includes MXD3 (along Montague Expressway)
3. Eliminate "proposed zoning" since there is specific plan amendment proposed.
4. Telephone services are provided by AT&T

Sheet TM-5

1. Show TASP required setbacks in cross-section details for comparison.
2. Is the Newbury cross section consistent with the approved Newbury cross section?
3. Decorative concrete is required for the parking lanes for Newbury Street and other proposed local streets. Refer to Figures 5-1 and 5-9.

Sheet TM-8

1. Show cross section of trail (can refer to off-site plans).
2. Paseos need to be aligned so that there are corridors to the trail.
3. What is the square footage of the Montague bridge footprint?

Sheet TM-12

1. Section G is inconsistent with Figure 5-23(G) of the TASP.
2. Section F is inconsistent with Section 6 on Sheet TM-5.

Site Development Permit

Mixed Use Building

Architecture

The project's plans were reviewed by a third party architect. Comments forthcoming.

Parking

Location of Parking

Sheet A0 identifies Areas 1-4. Identify these on a map for reference.

Landscaping

Sheet L-01

Follow the street tree palette in the TASP. London Plane trees for the streets and Crape Myrtles to accent.

Climate Action Plan Compliance

In accordance with the City's adopted Climate Action Plan, the project shall demonstrate pre-wiring for photovoltaic panels.

Green technology

The Planning Commission typically asks what types of green technology is being implemented on projects, such as solar or electric car charging, or LED lighting. Indicate whether anything is proposed for this project.

Private Open Space

Provide the amount of square footage for private open space and identify these areas.

Townhomes

Parking

Guest parking should be located on-site.

Architecture

Plans are being reviewed by a third party and comments are forthcoming.

Sheet A5.3

1. Composite shingle shall be tri-laminate.

Sheet A5.5

1. This style is missing a materials list.

Sheet A6.4

1. This style is missing a materials list.

Sheet A7.6

1. Composite shingles shall be tri-laminate.

Sheet A8.3

1. Composite shingles shall be tri-laminate.

Landscape

1. Provide details of paseos and plaza areas.
2. Provide details of multi-use trail and project interface.
3. Provide details of trash enclosure
4. Provide details of decorative stamped concrete for crosswalks
5. Provide details of decorative stamped concrete for parking along Newbury Street.
6. Provide details of any retaining or freestanding walls.
7. Provide details of any streetscape elements that are not TASP required (bike racks, benches, lighting fixtures).

Sheet L-01

Newbury Street trees should be London Plane.

Other Departments

The project was discussed with other departments (Engineering, Building and Safety and Fire), however, there was not sufficient information submitted for the formal review of the project for those departments. The following describe what is necessary to be submitted for a complete analysis by staff.

Fire Department

NOTES TO APPLICANT – Changes required

1. FIRE DEPARTMENT APPARATUS ACCESS AND TURNING NEEDS

- a. Based on the architectural drawings (dated 7-09-13) for the townhomes, the Drives B, C, D & E will not meet the fire apparatus access requirements of 26 feet clear. The architectural drawings show upper story projections larger than the specified building set-back on the sections on sheet TM-5. In addition, the roof overhangs (trellis canopies) shall also be taken into consideration for required fire department clearance.

- b. Building structure and/or projections shall not encroach into the fire access road. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm) in the immediate vicinity of any building or portion of building more than 30 feet (9144) in height. Milpitas Municipal Code V-300-2.160

Roadway may be 24 feet in width, provided there is an adjacent sidewalk to the roadway and there is no vehicle parking permitted. Note, structure/building and or projections encroachment (of any kind) is not permitted into the required width.

- c. Fire apparatus access shall meet the Milpitas Fire Department turning radii guidelines and shall provide continuous apparatus travel. Turning radii for fire apparatus access roads shall be a minimum net clearance of 48 feet 6 inches for the outside radius and 28 feet 0 inches for the inside radius. The layout for the outside and the inside radius shall be from the same reference point. California Fire Code (CFC) Section 503.2

SHEET TM-16. For the intersection of private roads to main collector roads (Centre Poine, Market St., Bond St., etc.) fire apparatus turning movements and requirements shall be modeled from the fire apparatus designated travel lane and not from the center of the street or beyond into the opposing travel lane. Please provide updated drawings and show compliance with the requirements.

2. SHEET TM-5

- a. Section for Center Pointe, neighborhood A is miss-labeled. It should be section # 3.
- b. Section 10, 12 and 13, are not correct for the representation of the buildings. Review the architectural plans and update the building outlines. Also, the required 26 feet fire access road shall be measured to the most remote building projection (inclusive of the gutter or trim material).

3. SHEET TM-7, CENTRE POINTE DR
Anticipate deleting some of the street parking stalls, as there will be fire hydrants required.

4. SHEET TM-8
Check all the reference sections for Drives B, C, D and E as they are not correct. Also, see notes on sheet TM-5 as buildings and or projections may not overlap the fire access road.

5. SHEET TM-13, FIRE SERVICE FOR NEIGHBORHOOD A BUILDING
With the expansion of the building, the proposed fire service location is not acceptable. Relocate the fire water line to Great Mall Parkway, just to the south of the driveway.

6. SHEETS TM-13 to TM-15
Develop the water system design, in reference to fire services. Show the anticipated location of the fire service lines to each building and the anticipated location for the hydrants (public and private) so that a preliminary evaluation can be done.

7. TOWNHOME ARCHITECTURAL
Coordinate with the civil the architectural layouts of the buildings so that projections are clearly reflected on the civil. It is critical, to prevent construction conflicts, that buildings

and/or projections do not encroach into the fire access lanes.

8. NEIGHBORHOOD A BUILDING (MIXED USED) ARCHITECTURAL

- a. All perimeter stairs (residential and retail) shall run up to the roof.
- b. All perimeter stairs (residential and retail) shall be provided with Fire Department Cache Rooms. See Sheet A1.0, note # 11.
- c. Fire Department Command Center. Due to the complexity and size of this building, there shall be a Fire Dept. Command Center located off Great Mall Parkway, next to the leasing office with exterior access. Such room shall conform to the California Fire Code Section 508. California Fire Code Section 102.9
- d. SHEET A2.0
Incorporate the fire sprinkler riser/pump room(s) into the design, as it will be of significant size(s).

Engineering Division
Comments forthcoming.

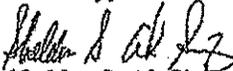
Utilities Division
Comments forthcoming.

Next Steps

We encourage a meeting to thoroughly discuss the comments. Upon your re-submittal, submit six sets of plans, two sets of any required study and electronic copies of plans and studies with responses to the comments stated herein and attached.

If you have any questions regarding this matter, please contact me at 408.586.3278. Thank you.

Sincerely,


Sheldon S. Ah Sing
Senior Planner

Attachments:
Building Department Comments



CITY OF MERITTS

123 EAST CALAVERAS BOULEVARD, MERITTS, CALIFORNIA 95963-8479 www.ci.meritts.ca.us

11 December 2013

Peter Lezak
Integral Communities
675 Hartz Ave.
Danville, CA 94526

Re: Integral Centre Pointe Mixed Use Project

Dear Mr. Lezak:

Thank you for the opportunity to comment on your application for the Centre Pointe Mixed Use Project that was submitted to the City on July 15, 2013 and resubmitted on November 20 for the Tentative Map, Conditional Use Permit and Site Development Permit. The project includes a proposal for development of 388 dwelling units in wrap and townhome buildings along with 35,900 square feet of commercial and other on-site and off-site improvements. The resubmittal resulted in substantial changes to the project based on previous comments.

City staff completed its initial review of the application to determine the presence of all information required to move forward in the process. This evaluation showed the information submitted in support of your application is not sufficient for complete analysis of the application. Therefore, city staff has determined that your application is incomplete in accordance with the Permit Streamlining Act. The issues identified below need to be addressed in your next submittal.

Overall Comments

- Building entries need to face a street. The following should be revised:
 - Buildings 17, 18 and 23 to be parallel to the creek (extending Drive F to Alley G)
 - Buildings 5 and 10 to be parallel with Newbury Street.
- Solid waste collection off Newbury Street is inconsistent with TASP requirements (See page 5-62) because it is in view from a public street.
- Pedestrian bridge location to be moved to align with Drive E.
- Drive E to become Pedestrian/Emergency Vehicle Access.
- Cul-de-sac at end of Drive E to be eliminated and area partially converted to open space.
- Provide tree survey of trees for the project (include circumference of tree and indicate whether tree is to be removed)
- The area between Buildings 20 and 19 should be increased.

- Parking for commercial can use on-street parking for required parking (deviation from standard). This may eliminate the need for subterranean parking.
- Streets and Drives require sidewalks.
- Berms along Centre Pointe are to be eliminated.

Outstanding information and issues

The project is deemed incomplete because the following issues are unclear:

Tentative Map Submittal

Sheet TM-5

1. Provide TASP required cross section for Section 2. Sidewalk is to be 15.5 feet for retail frontage.

Sheet TM-6:

1. Cross section needed for Great Mall Parkway and Neighborhood A.
2. Appears cross section is inconsistent with drawing on sheet (cross section 7)

Sheet TM-7:

1. Street A cross section should match TASP cross section Figure 5-9.

Sheet TM-10

1. Provide TASP required cross section for Section A, B and I.

Sheet TM-11

1. Section C, G. Show condition where stairs connect to the street.
2. Provide TASP required cross section for Section J (Newbury Street)

Sheet TM-12

1. Provide TASP required cross section for Section D, E, H and J.

Site Development Permit

Mixed Use Building

Architecture

1. Provide color elevations of the other three sides of the building.
2. For the elevation sheets, provide + or - dimension for wall plane recesses or changes. The TASP requires a minimum of 6-18 inches.

Townhomes

Parking

Guest parking should be located on-site. Not all of the parking is on site and therefore a deviation from the standard requires public benefit.

Landscape

1. Consult with Water District on the use of Redwoods adjacent to the creek. It is our understanding that these are not suitable.
2. Provide details of trash enclosure
3. Provide details of any retaining or freestanding walls.
4. Provide details of any streetscape elements that are not TASP required (bike racks, benches, lighting fixtures).

Other Departments

The project was discussed with other departments (Engineering, Building and Safety and Fire), however, there was not sufficient information submitted for the formal review of the project for those departments. The following describe what is necessary to be submitted for a complete analysis by staff.

Fire Department

NOTES TO APPLICANT - Changes required

1. SHEETS TM-16 and TM-17, FIRE APPARATUS ACCESS
 - a. NEIGHBORHOOD B. Provide fire apparatus access from street A to alley B, A and C. And in reverse order.
 - b. NEIGHBORHOOD B. Provide fire apparatus access from street A to alley F, B and E. And in reverse order.
 - c. ALL FIRE APPARATUS ACCESS DETAILS (20' scale)
The fire truck does not travel in the middle of the road. Model all turning conditions for the starting point of turning for the truck to be within the respective travel lane. And to end within the respective travel lane.
 - d. Fire apparatus access shall meet the Milpitas Fire Department turning radii guidelines and shall provide continuous apparatus travel. Turning radii for fire apparatus access roads shall be a minimum net clearance of 48 feet 6 inches for the outside radius and 28 feet 0 inches for the inside radius. The layout for the outside and the inside radius shall be from the same reference point. California Fire Code (CFC) Section 503.2

NEIGHBORHOOD C, BLDG 16 (ALL APPLICABLE SHEETS
Complete the design for the frontage of building 16. If you take a look at sheet TM-4, the sidewalk just stops at it gets to building 16.

Engineering Division
Comments forthcoming.

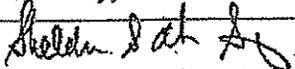
Utilities Division
Comments forthcoming.

Next Steps

We encourage a meeting to thoroughly discuss the comments. Upon your re-submittal, submit six sets of plans, two sets of any required study and electronic copies of plans and studies with responses to the comments stated herein and attached.

If you have any questions regarding this matter, please contact me at 408.586.3278. Thank you.

Sincerely,



Sheldon S. Ah Sing, AICP
Senior Planner



City of Milpitas

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479
GENERAL INFORMATION: 408-586-3000, www.ci.milpitas.ca.gov

January 13, 2014

Mr. Evan Knapp
Integral Communities
3 San Joaquin Plaza, Suite 100
Newport Beach CA 92660

Re: Integral Communities - District 1, Lots 2 and 4 Project; Centre Pointe Project; and Houret Court

Dear Mr. Knapp:

Thank you for submitting visual studies demonstrating the proposed building massing and density studies for your properties within the Milpitas Transit Area Specific Plan (TASP). Staff comments are based upon the lack of assurance that the higher density mixed-use components will be constructed, and the use of minimum unit counts permitted in the TASP. These issues can be resolved as commented on below:

1. District 1, Lots 2 and 4 Project

Integral originally entitled this area with two apartment buildings including ground floor offices supporting the apartment operation. The amended proposal includes townhomes with ground floor commercial at the intersection of McCandless and Market. The overall density for the sites are reduced and "averaged" with the approved Building 1 of the District 1 Project.

Staff does not support the reduced density as proposed. Staff will consider a density reduction and transfer if ground floor commercial is expanded along McCandless and Market Street frontage.

2. Centre Pointe Project

Integral proposes a larger mixed-use building along Great Mall Parkway and reduced-density townhomes for the balance of the site. The overall density for the site is "averaged" by transferring density into the larger mixed-use building.

Staff does not support the reduced density as proposed. Staff will consider a density reduction and transfer with assurance that the higher density mixed-use components will be constructed prior to or concurrent with the lower density townhomes.

3. Houret Project

Integral proposes a townhouse project located in the highest density mixed-use district of minimum 41 units/acre. The proposed density is approximately 18 dwelling units per acre.

Mr. Evan Knapp

January 13, 2014

Subject: District 1, Lots 2 and 4 Project; Centre Pointe Project; and Houret Court

Page 2

Density averaging can be considered over the project site through an agreement with the City; however, Integral proposes averaging density with the previously approved District 1 Building 1. Staff does not support the proposed density transfer and lower density townhomes, grossly under the TASP vision and intent.

4. Minimum Development

The TASP identified a range of overall development of which the TASP fee relied upon 90% of the midpoint to be developed. Integral properties represent a significant portion of the TASP area planned for high density development. However, recent Integral proposals contain the minimum average densities with no assurance for completion of the higher density mixed-use. With cooperation from the TASP development community, staff is willing to prepare a fee adjustment to reflect the market conditions so that the flexibility in density averaging can be retained.

Staff understands that Integral is responding to the changing market conditions which reflects a high demand for for-sale townhomes, and the TASP accommodates such densities in specific zoning districts. However, the TASP vision includes higher density and mixed-use development as well. Although some flexibility is permitted in the plan, staff recommends Integral Communities develop specific assurances that the higher density residential and mixed-use components are achieved. Meanwhile, staff will pursue a TASP Fee Increase study in response to current market conditions. We look forward to continuing our dialog and TASP implementation with Integral Communities.

Sincerely,



Steven McHarris

Director of Planning and Neighborhood Services

c: Tom Williams, City Manager

Sheldon Ah Sing, Senior Planner



City of Milpitas

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479
GENERAL INFORMATION: 408-586-3000, www.ci.milpitas.ca.gov

January 17, 2014

Mr. Evan Knapp
Integral Communities
3 San Joaquin Plaza, Suite 100
Newport Beach, CA 92660

RE: Integral Communities – District 1, Lots 2 and 4 Project; Centre Pointe Project; and Houret Court

Dear Mr. Knapp:

We are in receipt of your request regarding the above mentioned development areas. Staff has reviewed these items and has the following response:

1. District 1, 2 and 4 Project

Integral proposes to resubmit the map for Lots 2 and 4 with contiguous retail along the entire frontage of McCandless Drive. All of the ground floor and second floor residential space will be commercial retail use. On-street parking along McCandless and Market Street is requested to be designated for this retail space. Integral also proposes to condition that only 70 percent of the occupancy permits for Lots 2 and 4 be allowed to be issued until Building 1 breaks ground.

Staff's concern is where the original project entitlement identified Building 1 (with grocery use) as the first phase of development. Integral advanced townhome construction (D.R. Horton portion), and now requests additional townhomes to be constructed ahead of Building 1. Integral provided the City Council and public initial assurance that Building 1 with grocery use would initially be developed. Staff will consider the proposal only with the assurance that Building 1 proceeds prior to any other development. Staff is open to further discussion with Integral that will achieve Building 1 while accommodating Integral's request to construct other project components.

2. Centre Pointe Project

Integral proposes to map and construct the Centre Pointe townhomes independent of any other Integral project. Integral intends to start the Centre Pointe high density structure after completion and full absorption of Building 1. Integral will agree to a series of bench marks for processing building plans, moving through plan checks, finalizing the map, pulling building permits, and commencing construction. If a building permit has not been pulled within 5 years, Integral proposes that a Developer Impact Fee be imposed upon Integral in the amount of \$500,000 annually for each year of delay, secured by a Development Agreement or equivalent. Staff cannot support this proposal. An agreement and further discussion similar to that proposed for District 1 is necessary.

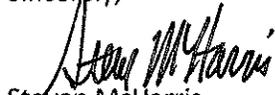
3. Houret Project

This proposal remains unchanged with the exception that Integral will pay TASP fees of \$45,000 per unit to address the financial consequences of a much reduced density from 41 units/acre to 18 units/acre.

4. Because this proposal is significantly inconsistent with the TASP, combined with the outstanding issues above, staff cannot support this proposal.

Consistent with our previous correspondence, staff recommends Integral Communities develop specific assurances that higher density residential and mixed-use components are achieved.

Sincerely,



Steven McHarris

Director of Planning and Neighborhood Services

c: Tom Williams
Sheldon Ah Sing
Dominic Dutra, CEO, Dutra Cerro Graden



City of Milpitas

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479
GENERAL INFORMATION: 408-586-3000, www.ci.milpitas.ca.gov

March 14, 2014

Mr. Glenn Brown
675 Hartz Ave. #202
Danville CA 94526

Subject: Integral Summary of Incompleteness for Centre Pointe Project

Dear Mr. Brown:

On March 4, 2014, the proposed project was resubmitted for staff review. The proposed project requires amendments to the General Plan Land Use Diagram, Zoning Map, and TASP Land Use Map. Plan inconsistencies are as follows:

- Density:
 - Lot 086-33-087 Residential – Retail High Density Mixed Use (MXD2-TOD) requires a minimum of 83 dwelling units and 16,600 square feet of commercial space. Only 62 units are proposed and no commercial square footage is proposed.
 - Lot 086-33-089 Boulevard Very High Density Mixed Use (MXD3-TOD) requires a minimum of 121 dwelling units. Only 72 dwelling units are proposed.

Please revise your plans to be consistent with the City's General Plan, Zoning, and Transit Area Specific Plan (TASP), or submit a General Plan and Zoning Amendment for your project. In addition, please note that at this time staff will not support the land use change required of your project. The project location is within extremely close proximity to existing Great Mall Parkway, Milpitas light rail stations, and the future Milpitas BART Station. The TASP envisions higher density development nearest these facilities and your proposal is not consistent with the Transit Area Specific Plan.

In addition, when you resubmit your plans, please be aware that parallel parking with an 8 ½' wide sidewalk and 4'x6' street tree wells/grates on Bond Street shall be located on the east side. If you have any questions feel free to contact me at 408-586-3273.

Sincerely,

A handwritten signature in black ink that reads 'Steven McHarris'.

Steven McHarris
Planning & Neighborhood Services Director

c: Tom Williams
Evan Knapp
Hans Van Ligten
Jeff Moneda



City of Milpitas

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479
GENERAL INFORMATION: 408-586-3000, www.ci.milpitas.ca.gov

Glenn Brown
500 La Gonda Way
Suite 102
Danville, CA 94526

March 27, 2014

Subject: Centre Pointe Project Application

Dear Mr. Brown:

This letter is to follow up on a previous commitment by Integral Communities to submit a revised plan application for a proposed Centre Pointe application. Integral Communities communicated to the City staff that this submittal was to occur on Thursday, March 20, 2014. However, it has been over a week and the City has not received the application. Furthermore, staff correspondence via e-mail this morning to you has led to no response.

Feel free to contact me regarding the status of this submittal at (408) 586-3273.

Sincerely,

A handwritten signature in blue ink that reads 'Steven McHarris'.

Steven McHarris
Director of Planning and Neighborhood Services

c: Tom Williams
Evan Knapp
Hans Van Ligten
Jeff Moneda



CITY OF MILPITAS

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479
PHONE: 408-586-3000, FAX: 408-586-3056, www.ci.milpitas.ca.gov

March 28, 2014

Hans Van Ligten
Rutan & Tucker, LLP
611 Anton Blvd., Suite 1400
Costa Mesa, CA 92626

Subject: Centerpointe Subdivision Project

Dear Mr. Van Ligten,

This letter is written in response to your letter dated March 24, 2014 and your e-mail dated March 27, 2014, pertaining to the Centerpointe Subdivision project. All street cross-sections and street classifications for the subject project shall conform to the Transit Area Specific Plan (TASP). Specifically, for District 2, Bond Street will be taken to Council for consideration shortly to classify this street as a public street, consistent with the TASP, Figure 3-2. The cross-section for Bond Street shall be consistent with Figure 5-9 New Local Streets of the TASP. Any deviations from the cross-section shall be conducted to the satisfaction of the City Engineer and Planning Director.

You communicated in your e-mail dated March 27, 2014, that your engineer has confirmed complete sets of tentative map submittal packages, including engineering and architectural submittals were delivered to the City on Thursday, March 20. Please note that this is incorrect. We received the package from your engineer, via courier, on March 28, 2014, in the morning. The transmittal letter from your engineer is attached.

If you have any questions, please do not hesitate to contact me.

Regards,

A handwritten signature in black ink, appearing to read 'Jeff Moneda'.

Jeff Moneda, PE
Public Works Director/City Engineer

Attachments:

- 1: Letter dated March 24, 2014 from Hans Van Ligten
- 2: E-mail dated March 27, 2014 from Hans Van Ligten
- 3: Transmittal letter from RJA dated March 27, 2014 and received by the City on March 28, 2014

March 24, 2014

VIA E-MAIL AND
FIRST CLASS MAIL

Tom Williams, City Manager
Steve McHarris, Director of Planning &
Neighborhood Services
City of Milpitas
455 East Calaveras Boulevard
Milpitas, CA 95035

Re: Centerpointe Subdivision Map Application Meeting March 19, 2014

Dear Tom and Steve:

Thank you for our meeting on March 19 relating to, among other things, the Centerpointe application. There were several points raised about potential "issues" with the Centerpointe map application that we would like to proactively address.

First, there was a concern addressed about the street section on Bond Avenue not complying with the approved standards of the TASP. Bond Street is a private street and we do not believe there is an approved or required cross-section for Bond Street. My client has previously submitted subdivision map applications to the City relating to the Centerpointe project showing the same cross-section for Bond Street on July 15, 2013. We received written comments on those submittals on August 14, 2013 and re-submitted our plans on November 20, 2013. In response we received additional comments on December 11, 2013. We also received written comments on January 13 and January 17, 2014, March 4, 2014, and even as recently as March 14, 2014, and in none of the written comments has there ever been any mention of the cross-section of Bond Street not complying with a required street section. Copies of the City's correspondence is attached for your convenience.

As we indicated in our meeting the only real change in the most recent submittal is to delete Lot 3 of District 1 to conform to your direction not to disturb the District entitlements. The cross-section of Bond Street has not changed in any of the submittals. If the City standards as to the cross-section of Bond Street have changed, please provide us the adopted standard so we can determine how to comply. But to be clear, despite five (5) written comment letters on the Centerpointe map, all of which related to the same Bond Street cross-section, we have never received a written (or verbal) comment that that design was incorrect, until of course Wednesday's meeting.

Tom Williams, City Manager
Steve McHarris
March 24, 2014
Page 2

Second, there was discussion regarding the need to have the proposed "villages" or "communities" individually comply with the Regional Board's C.3 LID requirements. We have confirmed that our design as submitted has complied and continues to do so, which I believe will be confirmed by Engineering's review of the most recent plan submittal.

Third, you have indicated a concern about the effectiveness of RJA providing appropriately engineered submittals and we are reviewing their role and work and will continue to do that as we move forward.

Thank you for your continuing cooperation. We look forward to our weekly meetings so that we can continue our exchange of information and move toward Planning Commission consideration in May and City Council consideration in June.

Sincerely,

RUTAN & TUCKER, LLP



Hans Van Ligten

HVL:kfw
Attachments

cc: Craig Manchester
Evan Knapp
Glenn Brown
Dominic Dutra
Mike Ogaz, City Attorney, City of Milpitas



CITY OF MILPITAS

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14 August 2013

Peter Lezak
Integral Communities
675 Hartz Ave.
Danville, CA 94526

Re: Integral Centre Pointe Mixed Use Project

Dear Mr. Lezak:

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City staff completed its initial review of the application to determine the presence of all information required to move forward in the process. This evaluation showed the information submitted in support of your application is not sufficient for complete analysis of the application. Therefore, city staff has determined that **your application is incomplete** in accordance with the Permit Streamlining Act. The issues identified below need to be addressed in your next submittal.

Overall Comments

- The project layout does not conform to the Transit Area Specific Plan street network. See Figures 3-1, 3-2 and 4-11. There should be a street between Market Street and Newbury Street along Centre Pointe Drive. Newbury Street and Centre Pointe create a "four-legged" intersection. City staff cannot support the project's current street network layout.
- Building entries need to face a street.
- Solid waste collection off Newbury Street is inconsistent with TASP requirements (See page 5-52) because it is in view from a public street.
- Need to develop off-site plans for trail and pedestrian bridge over creek.
- The amount of required commercial is deficient. Based on the TASP, 116,708 square feet is required for the properties Integral Communities controls or is in contract.

Outstanding information and issues

The project is deemed incomplete because the following issues are unclear:

Tentative Map Submittal

Sheet TM-1:

1. What is the gross density?
2. The existing zoning also includes MXD3 (along Montague Expressway)
3. Eliminate "proposed zoning" since there is specific plan amendment proposed.
4. Telephone services are provided by AT&T

Sheet TM-5

1. Show TASP required setbacks in cross-section details for comparison.
2. Is the Newbury cross section consistent with the approved Newbury cross section?
3. Decorative concrete is required for the parking lanes for Newbury Street and other proposed local streets. Refer to Figures 5-1 and 5-9.

Sheet TM-8

1. Show cross section of trail (can refer to off-site plans).
2. Paseos need to be aligned so that there are corridors to the trail.
3. What is the square footage of the Montague bridge footprint?

Sheet TM-12

1. Section G is inconsistent with Figure 5-23(G) of the TASP.
2. Section F is inconsistent with Section 6 on Sheet TM-5.

Site Development Permit

Mixed Use Building

Architecture

The project's plans were reviewed by a third party architect. Comments forthcoming.

Parking

Location of Parking

Sheet A0 identifies Areas 1-4. Identify these on a map for reference.

Landscaping

Sheet L-01

Follow the street tree palette in the TASP. London Plane trees for the streets and Crape Myrtles to accent.

Climate Action Plan Compliance

In accordance with the City's adopted Climate Action Plan, the project shall demonstrate pre-wiring for photovoltaic panels.

Green technology

The Planning Commission typically asks what types of green technology is being implemented on projects, such as solar or electric car charging, or LED lighting. Indicate whether anything is proposed for this project.

Private Open Space

Provide the amount of square footage for private open space and identify these areas.

Townhomes

Parking

Guest parking should be located on-site.

Architecture

Plans are being reviewed by a third party and comments are forthcoming.

Sheet A5.3

1. Composite shingle shall be tri-laminate.

Sheet A5.5

1. This style is missing a materials list.

Sheet A6.4

1. This style is missing a materials list.

Sheet A7.6

1. Composite shingles shall be tri-laminate.

Sheet A8.3

1. Composite shingles shall be tri-laminate.

Landscape

1. Provide details of paseos and plaza areas.
2. Provide details of multi-use trail and project interface.
3. Provide details of trash enclosure
4. Provide details of decorative stamped concrete for crosswalks
5. Provide details of decorative stamped concrete for parking along Newbury Street.
6. Provide details of any retaining or freestanding walls.
7. Provide details of any streetscape elements that are not TASP required (bike racks, benches, lighting fixtures).

Sheet L-01

Newbury Street trees should be London Plane.

Other Departments

The project was discussed with other departments (Engineering, Building and Safety and Fire), however, there was not sufficient information submitted for the formal review of the project for those departments. The following describe what is necessary to be submitted for a complete analysis by staff.

Fire Department

NOTES TO APPLICANT – Changes required

1. FIRE DEPARTMENT APPARATUS ACCESS AND TURNING NEEDS

- a. Based on the architectural drawings (dated 7-09-13) for the townhomes, the Drives B, C, D & E will not meet the fire apparatus access requirements of 26 feet clear. The architectural drawings show upper story projections larger than the specified building set-back on the sections on sheet TM-5. In addition, the roof overhangs (trellis canopies) shall also be taken into consideration for required fire department clearance.

- b. Building structure and/or projections shall not encroach into the fire access road. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm) in the immediate vicinity of any building or portion of building more than 30 feet (9144) in height. Milpitas Municipal Code V-300-2.160

Roadway may be 24 feet in width, provided there is an adjacent sidewalk to the roadway and there is no vehicle parking permitted. Note, structure/building and or projections encroachment (of any kind) is not permitted into the required width.

- c. Fire apparatus access shall meet the Milpitas Fire Department turning radii guidelines and shall provide continuous apparatus travel. Turning radii for fire apparatus access roads shall be a minimum net clearance of 48 feet 6 inches for the outside radius and 28 feet 0 inches for the inside radius. The layout for the outside and the inside radius shall be from the same reference point. California Fire Code (CFC) Section 503.2

SHEET TM-16. For the intersection of private roads to main collector roads (Centre Pointe, Market St., Bond St., etc.) fire apparatus turning movements and requirements shall be modeled from the fire apparatus designated travel lane and not from the center of the street or beyond into the opposing travel lane. Please provide updated drawings and show compliance with the requirements.

2. SHEET TM-5

- a. Section for Center Pointe, neighborhood A is miss-labeled. It should be section # 3.
- b. Section 10, 12 and 13, are not correct for the representation of the buildings. Review the architectural plans and update the building outlines. Also, the required 26 feet fire access road shall be measured to the most remote building projection (inclusive of the gutter or trim material).

3. SHEET TM-7, CENTRE POINTE DR
Anticipate deleting some of the street parking stalls, as there will be fire hydrants required.

4. SHEET TM-8
Check all the reference sections for Drives B, C, D and E as they are not correct. Also, see notes on sheet TM-5 as buildings and or projections may not overlap the fire access road.

5. SHEET TM-13, FIRE SERVICE FOR NEIGHBORHOOD A BUILDING
With the expansion of the building, the proposed fire service location is not acceptable. Relocate the fire water line to Great Mall Parkway, just to the south of the driveway.

6. SHEETS TM-13 to TM-15
Develop the water system design, in reference to fire services. Show the anticipated location of the fire service lines to each building and the anticipated location for the hydrants (public and private) so that a preliminary evaluation can be done.

7. TOWNHOME ARCHITECTURAL
Coordinate with the civil the architectural layouts of the buildings so that projections are clearly reflected on the civil. It is critical, to prevent construction conflicts, that buildings

and/or projections do not encroach into the fire access lanes.

8. NEIGHBORHOOD A BUILDING (MIXED USED) ARCHITECTURAL

- a. All perimeter stairs (residential and retail) shall run up to the roof.
- b. All perimeter stairs (residential and retail) shall be provided with Fire Department Cache Rooms. See Sheet A1.0, note # 11.
- c. Fire Department Command Center. Due to the complexity and size of this building, there shall be a Fire Dept. Command Center located off Great Mall Parkway, next to the leasing office with exterior access. Such room shall conform to the California Fire Code Section 508. California Fire Code Section 102.9
- d. SHEET A2.0
Incorporate the fire sprinkler riser/pump room(s) into the design, as it will be of significant size(s).

Engineering Division
Comments forthcoming.

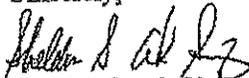
Utilities Division
Comments forthcoming.

Next Steps

We encourage a meeting to thoroughly discuss the comments. Upon your re-submittal, submit six sets of plans, two sets of any required study and electronic copies of plans and studies with responses to the comments stated herein and attached.

If you have any questions regarding this matter, please contact me at 408.586.3278. Thank you.

Sincerely,


Sheldon S. Ah Sing
Senior Planner

Attachments:
Building Department Comments



CITY OF MILPITAS

115 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5470 www.ci.milpitas.ca.gov

11 December 2013

Peter Lezak
Integral Communities
675 Hartz Ave.
Danville, CA 94526

Re: Integral Centre Pointe Mixed Use Project

Dear Mr. Lezak:

Thank you for the opportunity to comment on your application for the Centre Pointe Mixed Use Project that was submitted to the City on July 15, 2013 and resubmitted on November 20 for the Tentative Map, Conditional Use Permit and Site Development Permit. The project includes a proposal for development of 388 dwelling units in wrap and townhome buildings along with 35,900 square feet of commercial and other on-site and off-site improvements. The resubmittal resulted in substantial changes to the project based on previous comments.

City staff completed its initial review of the application to determine the presence of all information required to move forward in the process. This evaluation showed the information submitted in support of your application is not sufficient for complete analysis of the application. Therefore, city staff has determined that your application is incomplete in accordance with the Permit Streamlining Act. The issues identified below need to be addressed in your next submittal.

Overall Comments

- Building entries need to face a street. The following should be revised:
 - Buildings 17, 18 and 23 to be parallel to the creek (extending Drive F to Alley G)
 - Buildings 5 and 10 to be parallel with Newbury Street.
- Solid waste collection off Newbury Street is inconsistent with TASP requirements (See page 5-62) because it is in view from a public street.
- Pedestrian bridge location to be moved to align with Drive E.
- Drive E to become Pedestrian/Emergency Vehicle Access.
- Cul-de-sac at end of Drive E to be eliminated and area partially converted to open space.
- Provide tree survey of trees for the project (include circumference of tree and indicate whether tree is to be removed)
- The area between Buildings 20 and 19 should be increased.

- Parking for commercial can use on-street parking for required parking (deviation from standard). This may eliminate the need for subterranean parking.
- Streets and Drives require sidewalks.
- Berms along Centre Pointe are to be eliminated.

Outstanding information and issues

The project is deemed incomplete because the following issues are unclear:

Tentative Map Submittal

Sheet TM-5

1. Provide TASP required cross section for Section 2. Sidewalk is to be 15.5 feet for retail frontage.

Sheet TM-6:

1. Cross section needed for Great Mall Parkway and Neighborhood A.
2. Appears cross section is inconsistent with drawing on sheet (cross section 7)

Sheet TM-7:

1. Street A cross section should match TASP cross section Figure 5-9.

Sheet TM-10

1. Provide TASP required cross section for Section A, B and I.

Sheet TM-11

1. Section C, G. Show condition where stairs connect to the street.
2. Provide TASP required cross section for Section J (Newbury Street)

Sheet TM-12

1. Provide TASP required cross section for Section D, E, H and J.

Site Development Permit

Mixed Use Building

Architecture

1. Provide color elevations of the other three sides of the building.
2. For the elevation sheets, provide + or - dimension for wall plane recesses or changes. The TASP requires a minimum of 6-18 inches.

Townhomes

Parking

Guest parking should be located on-site. Not all of the parking is on site and therefore a deviation from the standard requires public benefit.

Landscape

1. Consult with Water District on the use of Redwoods adjacent to the creek. It is our understanding that these are not suitable.
2. Provide details of trash enclosure
3. Provide details of any retaining or freestanding walls.
4. Provide details of any streetscape elements that are not TASP required (bike racks, benches, lighting fixtures).

Other Departments

The project was discussed with other departments (Engineering, Building and Safety and Fire), however, there was not sufficient information submitted for the formal review of the project for those departments. The following describe what is necessary to be submitted for a complete analysis by staff.

Fire Department

NOTES TO APPLICANT -- Changes required

1. SHEETS TM-16 and TM-17, FIRE APPARATUS ACCESS
 - a. NEIGHBORHOOD B. Provide fire apparatus access from street A to alley B, A and C. And in reverse order.
 - b. NEIGHBORHOOD B. Provide fire apparatus access from street A to alley F, B and E. And in reverse order.
 - c. ALL FIRE APPARATUS ACCESS DETAILS (20' scale)
The fire truck does not travel in the middle of the road. Model all turning conditions for the starting point of turning for the truck to be within the respective travel lane. And to end within the respective travel lane.
 - d. Fire apparatus access shall meet the Milpitas Fire Department turning radii guidelines and shall provide continuous apparatus travel. Turning radii for fire apparatus access roads shall be a minimum net clearance of 48 feet 6 inches for the outside radius and 28 feet 0 inches for the inside radius. The layout for the outside and the inside radius shall be from the same reference point. California Fire Code (CFC) Section 503.2

NEIGHBORHOOD C, BLDG 16 (ALL APPLICABLE SHEETS
Complete the design for the frontage of building 16. If you take a look at sheet TM-4, the sidewalk just stops at it gets to building 16.

Engineering Division
Comments forthcoming.

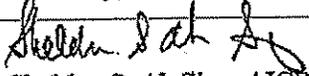
Utilities Division
Comments forthcoming.

Next Steps

We encourage a meeting to thoroughly discuss the comments. Upon your re-submittal, submit six sets of plans, two sets of any required study and electronic copies of plans and studies with responses to the comments stated herein and attached.

If you have any questions regarding this matter, please contact me at 408.586.3278. Thank you.

Sincerely,


Sheldon S. Ah Sing, AICP
Senior Planner



City of Milpitas

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479
GENERAL INFORMATION: 408-586-3000, www.ci.milpitas.ca.gov

January 13, 2014

Mr. Evan Knapp
Integral Communities
3 San Joaquin Plaza, Suite 100
Newport Beach CA 92660

Re: Integral Communities - District 1, Lots 2 and 4 Project; Centre Pointe Project; and Houret Court

Dear Mr. Knapp:

Thank you for submitting visual studies demonstrating the proposed building massing and density studies for your properties within the Milpitas Transit Area Specific Plan (TASP). Staff comments are based upon the lack of assurance that the higher density mixed-use components will be constructed, and the use of minimum unit counts permitted in the TASP. These issues can be resolved as commented on below:

1. District 1, Lots 2 and 4 Project

Integral originally entitled this area with two apartment buildings including ground floor offices supporting the apartment operation. The amended proposal includes townhomes with ground floor commercial at the intersection of McCandless and Market. The overall density for the sites are reduced and "averaged" with the approved Building 1 of the District 1 Project.

Staff does not support the reduced density as proposed. Staff will consider a density reduction and transfer if ground floor commercial is expanded along McCandless and Market Street frontage.

2. Centre Pointe Project

Integral proposes a larger mixed-use building along Great Mall Parkway and reduced-density townhomes for the balance of the site. The overall density for the site is "averaged" by transferring density into the larger mixed-use building.

Staff does not support the reduced density as proposed. Staff will consider a density reduction and transfer with assurance that the higher density mixed-use components will be constructed prior to or concurrent with the lower density townhomes.

3. Houret Project

Integral proposes a townhouse project located in the highest density mixed-use district of minimum 41 units/acre. The proposed density is approximately 18 dwelling units per acre.

Mr. Evan Knapp

January 13, 2014

Subject: District 1, Lots 2 and 4 Project; Centre Pointe Project; and Houret Court

Page 2

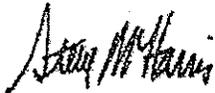
Density averaging can be considered over the project site through an agreement with the City; however, Integral proposes averaging density with the previously approved District 1 Building 1. Staff does not support the proposed density transfer and lower density townhomes, grossly under the TASP vision and intent.

4. Minimum Development

The TASP identified a range of overall development of which the TASP fee relied upon 90% of the midpoint to be developed. Integral properties represent a significant portion of the TASP area planned for high density development. However, recent Integral proposals contain the minimum average densities with no assurance for completion of the higher density mixed-use. With cooperation from the TASP development community, staff is willing to prepare a fee adjustment to reflect the market conditions so that the flexibility in density averaging can be retained.

Staff understands that Integral is responding to the changing market conditions which reflects a high demand for for-sale townhomes, and the TASP accommodates such densities in specific zoning districts. However, the TASP vision includes higher density and mixed-use development as well. Although some flexibility is permitted in the plan, staff recommends Integral Communities develop specific assurances that the higher density residential and mixed-use components are achieved. Meanwhile, staff will pursue a TASP Fee Increase study in response to current market conditions. We look forward to continuing our dialog and TASP implementation with Integral Communities.

Sincerely,



Steven McHarris

Director of Planning and Neighborhood Services

c: Tom Williams, City Manager

Sheldon Ah Sing, Senior Planner



City of Milpitas

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479
GENERAL INFORMATION: 408-586-3000, www.ci.milpitas.ca.gov

January 17, 2014

Mr. Evan Knapp
Integral Communities
3 San Joaquin Plaza, Suite 100
Newport Beach, CA 92660

RE: Integral Communities – District 1, Lots 2 and 4 Project; Centre Pointe Project; and Hourset Court

Dear Mr. Knapp:

We are in receipt of your request regarding the above mentioned development areas. Staff has reviewed these items and has the following response:

1. District 1, 2 and 4 Project

Integral proposes to resubmit the map for Lots 2 and 4 with contiguous retail along the entire frontage of McCandless Drive. All of the ground floor and second floor residential space will be commercial retail use. On-street parking along McCandless and Market Street is requested to be designated for this retail space. Integral also proposes to condition that only 70 percent of the occupancy permits for Lots 2 and 4 be allowed to be issued until Building 1 breaks ground.

Staff's concern is where the original project entitlement identified Building 1 (with grocery use) as the first phase of development. Integral advanced townhome construction (D.R. Horton portion), and now requests additional townhomes to be constructed ahead of Building 1. Integral provided the City Council and public initial assurance that Building 1 with grocery use would initially be developed. Staff will consider the proposal only with the assurance that Building 1 proceeds prior to any other development. Staff is open to further discussion with Integral that will achieve Building 1 while accommodating Integral's request to construct other project components.

2. Centre Pointe Project

Integral proposes to map and construct the Centre Pointe townhomes independent of any other Integral project. Integral intends to start the Centre Pointe high density structure after completion and full absorption of Building 1. Integral will agree to a series of bench marks for processing building plans, moving through plan checks, finalizing the map, pulling building permits, and commencing construction. If a building permit has not been pulled within 5 years, Integral proposes that a Developer Impact Fee be imposed upon Integral in the amount of \$500,000 annually for each year of delay, secured by a Development Agreement or equivalent. Staff cannot support this proposal. An agreement and further discussion similar to that proposed for District 1 is necessary.

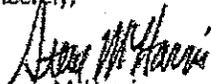
3. Hourer Project

This proposal remains unchanged with the exception that Integral will pay TASP fees of \$45,000 per unit to address the financial consequences of a much reduced density from 41 units/acre to 18 units/acre.

4. Because this proposal is significantly inconsistent with the TASP, combined with the outstanding issues above, staff cannot support this proposal.

Consistent with our previous correspondence, staff recommends Integral Communities develop specific assurances that higher density residential and mixed-use components are achieved.

Sincerely,



Steven McHarris

Director of Planning and Neighborhood Services

cc: Tom Williams
Sheldon Ah Sing
Dominic Dutra, CEO, Dutra Cerro Graden



City of Milpitas

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479
GENERAL INFORMATION: 408-586-3000, www.ci.milpitas.ca.gov

March 4, 2014

Mr. Glenn Brown
675 Hartz Ave. #202
Danville CA 94526

Subject: Integral Summary of Incompleteness for District and Centre Pointe Projects

Dear Mr. Brown:

This letter serves to clarify the incompleteness status of the two above-referenced project applications, in addition to previous letters of incompleteness.

Centre Pointe Project

Submitted: July 15, 2013

Deemed Incomplete: August 14, 2013

Reaffirming Incomplete Status: March 4, 2014

On July 15, 2013, the project was a proposal to develop 604 dwelling units in wrap and townhome buildings along with 42,200 square feet of commercial use within the wrap building. The proposed project is inconsistent with the Transit Area Specific Plan (TASP). In addition, this Project did not include the Great Mall Parkway Project owner in the application, even though the application depicted plans encroaching onto the property.

Re-submittal: November 20, 2013

Deemed Incomplete: December 11, 2013

On November 20, 2013, the project was a proposal for development of 388 dwelling units in wrap and townhome buildings along with 35,900 square feet of commercial and other on-site and off-site improvements.

Staff's Response: The project requires amendments to the General Plan land use diagram, Zoning Map, and TASP land use map. Plan inconsistencies are as follows:

- Density:
 - Lot 086-33-087 Residential – Retail high Density Mixed Use (MXD2-TOD) requires a minimum of eighty-two (82) dwelling units and 16,492 square feet of commercial space. Only fifty-one (51) units are proposed and no commercial square footage is proposed.
 - Lot 086-33-089 Boulevard Very High Density Mixed Use (MXD3-TOD) requires a minimum of one-hundred twenty (120) dwelling units. Only seventy four (74) dwelling units are proposed.

Mr. Glenn Brown
March 4, 2014
Subject: Integral Summary of Incompleteness for District and Centre Pointe Projects
Page 2

District Amendment

Submittal: June 12, 2013

Revised Submittal: July 2, 2013

Deemed Incomplete: August 1, 2013

Reaffirming Incomplete Status: March 4, 2014

On June 12, 2013, the project application with limited information was received. However, on July 2, 2013 a revised application for the Site Development Permit was received. Therefore, the date of submittal is with the most recent information (July 2, 2013). The project includes a proposal for development of 117 dwelling units in townhome product buildings and other on-site and off-site improvements. The project includes the submittal of an application for Tentative Map, Site Development Permit, and Conditional Use Permit.

Staff's Response: The project requires amendments to the General Plan land use diagram, Zoning Map, and TASP land use map. Plan inconsistencies are as follows:

- Commercial square footage:
 - Lot 2 (086-33-093) Residential – Retail high Density Mixed Use (MXD2-TOD) requires 13,931 square feet of commercial square footage
 - Lot 3 Residential – Retail high Density Mixed Use (MXD2-TOD) (half of 086-33-101) requires approximately 17,946 square feet of commercial square footage.
 - Lot 4 Residential – Retail high Density Mixed Use (MXD2-TOD) (half of 086-33-101) requires approximately 17,946 square feet of commercial square footage.

In addition, the project creates uncertainty for adjacent entitled projects:

- The shifting of the park across Market Street and no plan for how Building 3 was to be modified.

If you have any questions feel free to contact me at 408-586-3273.

Sincerely,



Steven McHarris
Planning & Neighborhood Services Director

c: Tom Williams
Evan Knapp
Hans Van Ligten
Jeff Moneda



City of Milpitas

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479
GENERAL INFORMATION: 408-586-3000, www.ci.milpitas.ca.gov

March 14, 2014

Mr. Glenn Brown
675 Hartz Ave. #202
Danville CA 94526

Subject: Integral Summary of Incompleteness for Centre Pointe Project

Dear Mr. Brown:

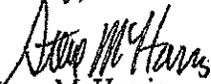
On March 4, 2014, the proposed project was resubmitted for staff review. The proposed project requires amendments to the General Plan Land Use Diagram, Zoning Map, and TASP Land Use Map. Plan inconsistencies are as follows:

- Density:
 - Lot 086-33-087 Residential – Retail High Density Mixed Use (MXD2-TOD) requires a minimum of 83 dwelling units and 16,600 square feet of commercial space. Only 62 units are proposed and no commercial square footage is proposed.
 - Lot 086-33-089 Boulevard Very High Density Mixed Use (MXD3-TOD) requires a minimum of 121 dwelling units. Only 72 dwelling units are proposed.

Please revise your plans to be consistent with the City's General Plan, Zoning, and Transit Area Specific Plan (TASP), or submit a General Plan and Zoning Amendment for your project. In addition, please note that at this time staff will not support the land use change required of your project. The project location is within extremely close proximity to existing Great Mall Parkway, Milpitas light rail stations, and the future Milpitas BART Station. The TASP envisions higher density development nearest these facilities and your proposal is not consistent with the Transit Area Specific Plan.

In addition, when you resubmit your plans, please be aware that parallel parking with an 8 ½' wide sidewalk and 4'x6' street tree wells/grates on Bond Street shall be located on the east side. If you have any questions feel free to contact me at 408-586-3273.

Sincerely,


Steven McHarris
Planning & Neighborhood Services Director

c: Tom Williams
Evan Knapp
Hans Van Ligten
Jeff Moneda

Jeff Moneda

From: VanLigten, Hans [hvanligten@rutan.com]
Sent: Thursday, March 27, 2014 6:00 PM
To: Sheldon AhSing
Cc: Glenn Brown; Tom Williams; Evan Knapp; Jeff Moneda
Subject: Re: Letter for Centre Pointe Project submittal

Dear Sheldon,

Our engineer has confirmed complete sets of tentative map submittal packages including engineering and architectural submittals were delivered to the city on Thursday, March 20. We expect written confirmation from his files tomorrow morning. Please verify receipt on March 20 before close of business tomorrow.

Hans Van Ligten
Rutan & Tucker, LLP
714.662.4640

Sent from my iPhone so please excuse any typos.

On Mar 27, 2014, at 4:46 PM, "Sheldon AhSing" <sahsing@ci.milpitas.ca.gov> wrote:

Please see attached letter regarding the Centre Pointe Project submittal.

<20140327163733306.pdf>



TRANSMITTAL

To: Sheldon Ahsing
Planning Department
City of Milpitas
455 E. Calaveras Blvd
Milpitas, CA 95035
408-586-3000

Date: March 27, 2014

Sent Via: Delivery *CK*

Job #: 122015

From: Carly Kalkoffen for Jorge Duran, P.E.

File: 15-Tentative Map/S-Zone

Subject: Centre Pointe – 4th Tentative Map & Site Development Permit Submittal

Contents:

- Six (6) – 24" x 36" sets Tentative Map, 4th Submittal
- Six (6) – 24" x 36" sets Site Development Permit Package, 4th Submittal
- One (1) CD containing PDFs
- One (1) Conceptual Level Stormwater Control Plan, Neighborhood A (Hard Copy Submitted to Engineering, PDF on CD)
- One (1) Conceptual Level Stormwater Control Plan, Neighborhood B (Hard Copy Submitted to Engineering, PDF on CD)
- One (1) Conceptual Level Stormwater Control Plan, Neighborhood C (Hard Copy Submitted to Engineering, PDF on CD)

Remarks:

For your review and comment

RECEIVED
MAR 28 2014
CITY OF MILPITAS
ENGINEERING DIVISION

Copies to: Glenn Brown, Integral



City of Milpitas

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479
GENERAL INFORMATION: 408-586-3000, www.ci.milpitas.ca.gov

April 1, 2014

Mr. Glenn Brown
Integral Communities
500 La Gonda Way
Suite 102
Danville CA 94526

Re: Incompleteness of Application for Integral Centre Pointe Mixed-Use Project

Dear Mr. Brown:

Thank you for your revised application submitted to the City on March 28, 2014 for the Centre Pointe Mixed-Use Project Tentative Map, Conditional Use Permit and Site Development Permit. The project includes a proposal for development of 407 dwelling units in wrap and townhome buildings along with 35,298 square feet of commercial and other on-site and off-site improvements.

As you know, previous submittal applications have not been complete and not in compliance with the Transit Area Specific Plan (TASP). Although you have indicated a willingness to fully comply with the TASP requirements, the revised application continues to not be complete and not in compliance with the TASP.

In response to your request to expeditiously process your project application, staff has highlighted the most prominent aspects of the revised application that requires revision before detailed review and analysis by staff can be completed. Addressing these comments should aide you in completing an application that complies with relevant TASP and City standards including TASP street, parking, and setback standards. At present, the information submitted is not sufficient for complete analysis of the application. Therefore, City staff has determined that **your application is incomplete**. The issues identified below need to be addressed in your next submittal.

Overall Comments

- As identified with previous submittals, the project needs to adhere to the adopted Transit Area Specific Plan. City staff cannot thoroughly evaluate the proposal when basic inconsistencies exist. These inconsistencies affect other supporting documents and elements of the submittal. For instance, the Storm Water Control Plan or proposed utilities cannot be reviewed when the site plan for the project is inconsistent with the specific plan.
- Inconsistencies occur on the Title Sheet of the Tentative Map submittal and between the Tentative Map documents and the Architectural submittal.
- Commercial space locations do not comply with the TASP. The TASP contains no provision for transferring commercial space.

- The project residential densities shall be as follows:

Lot 086-33-087 (MXD2-TOD) requires a minimum of 83 dwelling units and 16,600 square feet of commercial space.

Lot 086-33-089 (MXD3-TOD) requires a minimum of 121 dwelling units.

Outstanding Information and Issues

The project is deemed incomplete because the following issues are unclear:

Tentative Map Submittal

Sheet TM-1

1. Site Data

- a. There are only four parcels for the subject project, not five. The four parcels shall be labeled and referred to as 1, 2, 3 and 4. This reference shall be used throughout when describing the proposed use, zoning and build out tabulation.
- b. The parcels also have a "Site and Architectural Overlay (-S).
- c. Bond Street shall be identified and designed as a public street.
- d. The reference map shall include the outlines of the previously approved project, not the pending adjacent project.

Sheet TM-3

- a. The parcels should be labeled to be consistent with the title page.
- b. The acreage should be included for the existing parcels.

Sheet TM-4

- a. The neighborhoods shall conform to the parcels as previously discussed. The neighborhood concept is confusing when trying to analyze consistency with the Specific Plan.
- b. Bleeker Street extension is missing (inconsistency with Specific Plan).
- c. The footprint for the Montague pedestrian overcrossing is omitted. Place and clearly identify the footprint on the plan.
- d. Provide breakdown analysis of density and intensity by parcel (as previously referred to).
- e. Intersection of Newbury and Centre Pointe needs to be straightened and aligned using best traffic safety practices and consistency with the Specific Plan (Figure 3-2 and Figure 4-12).

Sheet TM-5

- a. Figure 1: Use Specific Plan Figure 5-17 New Pedestrian Retail Street Section.
- b. Figure 2: Use Specific Plan Figure 5-17 New Pedestrian Retail Street Section.
- c. With townhomes, the current Market Street cross-section is inconsistent with the character of the neighborhood.
- d. Figure 5: Specific Plan Figure 5-17 New Pedestrian Retail Street Section.

Sheet TM-6

- a. Figure 6: Specific Plan Figure 5-17 New Pedestrian Retail Street Section.
- b. Figure 7: Use Specific Plan Figure 5-9 New Local Streets.

- c. Figure 8: North of Bleeker Extension (to be shown on future submittal) to use Specific Plan Figure 5-17 New Pedestrian Retail Street Section. South of Bleeker Extension (to be shown on future submittal) to use Specific Plan Figure 5-9 New Local Streets.
- d. Figure 8: Existing Bond Street should be revised to reflect super-elevated section (for interim drainage) and bio-treatment areas. The project will reconstruct Bond Street in accordance with the TASP section (properly crowned section and parking along the project frontage).

Sheet TM-7

- a. Figure 12: Use Specific Plan Figure 5-17 New Pedestrian Retail Street Section.
- b. Figure 13: Use Specific Plan Figure 5-3.
- c. Figure 14: What is the height of the retaining wall?
- d. Figure 15: Use Figure 5-9.

Sheet TM-8

Surface parking can be accommodated between the building and Great Mall Parkway (See TASP cross section).

Next Steps

Upon your resubmittal, submit six sets of plans, two sets of any required study and electronic copies of plans and studies with responses to the comments stated herein and attached.

If you have any questions regarding this matter, please contact me at (408) 586-3273.

Sincerely,



Steven McHarris
Planning & Neighborhood Services Director

- c: Tom Williams
- Evan Knapp
- Hans Van Ligten
- Jeff Moneda



CITY OF MILPITAS

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479 • www.ci.milpitas.ca.gov

May 7, 2014

VIA E-MAIL ONLY

Mr. Glenn Brown Integral Communities 500 La Gonda Way, Suite 102 Danville CA 94526	Mr. Hans Van Ligten Rutan & Tucker, LLP 611 Anton Blvd, Suite 1400 Costa Mesa, CA 92626
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Re: Incompleteness of Application for Integral Centre Pointe Mixed-Use Project
Public Hearing Date: Tuesday, June 3, 2014
Public Hearing Time: 7:00 p.m. or shortly thereafter
Public Hearing Location: Milpitas City Council Chambers
455 East Calaveras Boulevard
Milpitas, CA 95035

Dear Mr. Brown and Mr. Van Ligten:

The City of Milpitas ("City") is in receipt of the letter dated April 10, 2014 from Mr. Hans Van Ligten, on behalf of The Centerpointe Project Owner, LLC ("Applicant"), requesting an appeal before the City Council pursuant to California Government Code Section 65943 relating to the Centerpointe Mixed-Use project. As noticed above, we have scheduled the appeal before the City Council during its regularly scheduled City Council meeting on Tuesday, June 3, 2014 at 7:00 p.m.

We are also in receipt of the separate letter to the City dated April 9, 2014 for the Centrepointe Mixed-Use Project from Mr. Glenn Brown relating to the outstanding issues with the incomplete Tentative Map, Conditional Use Permit and Site Development Permit applications. This letter also serves to respond to the latest submittal from the Applicant and to continue to work with the Applicant towards a complete application for a Tentative Map, Conditional Use Permit, and Site Development Permit. We are hopeful we can continue to work together to narrow the remaining issues or to resolve them altogether prior the appeal hearing.

Background

By way of background, Applicant submitted a Major Tentative Map application to the City on June 12, 2013. On July 15, 2013, Applicant submitted details for a proposed project consisting of 604 dwelling units in wrap and townhome buildings with approximately 42,220 square feet of commercial/retail use ("First Submittal"). The City promptly reviewed the submitted documents and determined the application was incomplete. In a five page letter dated August 14, 2013, the City explained to the Applicant the outstanding issues and the required information and documents needed for a complete application.

Applicant resubmitted a revised project to the City on November 20, 2013 proposing 388 dwelling units in wrap and townhome buildings with approximately 35,900 square feet of commercial/retail use ("Second Submittal"). Again, the City promptly reviewed the revised submittals and responded in a four-page letter dated December 11, 2013 determining the revised submittals were incomplete as further explained in detail in the City's letter.

After several meetings, correspondence, and communications between the parties, Applicant submitted a revised project to the City on March 28, 2014 proposing 407 dwelling units in wrap and townhome buildings with approximately 36,012 square feet of commercial/retail use ("Third Submittal"). As with the prior two submittals, the City immediately reviewed the submittals and responded to the Applicant on April 1, 2014. In a three-page letter to the Applicant, the City explained how and why the application remains incomplete. Additionally, City staff met with the Applicant on April 9, 2014 to discuss the latest submittals and City's response. Shortly after our meeting, we received a letter from the Applicant's attorney requesting an appeal of the determination that the Applicant's application for a Tentative Map, Conditional Use Permit, and Site Development Permit for the proposed 407 dwelling units and 35,298 square feet commercial/retail is incomplete.

As you know, your latest submittal application on March 28, 2014 was deemed incomplete and not in compliance with the City's plans and zoning. To reiterate our prior communications, the application is incomplete as the information provided to the City is insufficient to make informed decisions regarding appropriate mixed-use land use changes in general plan land use, zoning designation, and in the Transit Area Specific Plan ("TASP") land use plan and zoning mixed-use districts. The City expects complete written applications identifying each requested change in land use and zoning. The application continues to be incomplete and not in compliance with the City's General Plan, Zoning, or TASP.

The issues identified below need to be addressed in your next submittal.

Overall Comments

- As identified with previous submittals, the project needs to adhere to adopted Transit Area Specific Plan. City staff cannot thoroughly evaluate the proposal when fundamental land use and zoning inconsistencies exist. These inconsistencies affect numerous site development standards and other supporting documents and elements of the submittal. For example, the Storm Water Control Plan or proposed utilities cannot be reviewed when the site plan for the project is inconsistent with the TASP.
- Inconsistencies occur on the Title Sheet of the Tentative Map submittal and between the Tentative Map documents and the Architectural submittal regarding commercial square feet and parcel numbering. In addition, Architectural Sheet A0.0 includes a project comparison table that is not legible. This sheet also appears to identify parking spaces on Centre Pointe Drive that are to be counted toward the parking requirements of the proposed residential units.
- All street sections and street classifications for the proposed project shall conform to the TASP. Specifically, Bond Street shall be consistent with TASP Figure 3-2 and Figure 5-9 (New Local Streets) with on-street parking located along the east side of the street.

- Proposed commercial/retail use does not comply with the TASP and would require a Specific Plan Amendment. See Figure 3-1 and Table 3-1 of TASP. The TASP contains no provision for transferring commercial space.
- The TASP residential densities and/or commercial use for the below stated parcels are as follows:

Parcel #2 - Lot 086-33-087 (MXD2-TOD) proposes 62 residential units (22 units/acre) where the TASP requires between 83 – 136 (31 – 50 units/acre) residential units and a minimum of 16,554 square feet of commercial use.

Parcel #4 - Lot 086-33-089 (MXD3-TOD) proposes 145 residential units (24 units/acre) where the TASP requires between 121 – 222 residential units.

Parcel #1 – Lot 086-33-086 (MXD2-TOD) is not clear as the Architectural Plans and Tentative Map sheets identify different commercial square footage.

Outstanding Information and Issues

In addition, the project is deemed incomplete because the following issues are unclear, incomplete, and/or inconsistent with the TASP:

Tentative Map Submittal

Sheet TM-1 Please update this sheet as follows:

1. Site Data:

- a. There are only four parcels for the subject project, not five. The four parcels shall be labeled and referred to as 1, 2, 3 and 4. This reference shall be corrected and used throughout the plans when describing the proposed use, zoning and build out tabulation.
- b. The parcels also have a “Site and Architectural Overlay (-S).
- c. Bond Street shall be identified and designed as a public street.
- d. The reference map shall include the outlines of the previously approved project, not the pending adjacent project.

Sheet TM-3 Please update this sheet as follows:

- a. The parcels should be labeled to be consistent with the title page.
- b. The acreage should be included for the existing parcels.

Sheet TM-4 Please update this sheet as follows:

- a. The proposed neighborhoods shall conform to the TASP Transit Area Plan Land Use Figure 3-1 and Zoning District Figure 5-21. The proposed non-conforming neighborhood segmentation is confusing when trying to analyze consistency with the Specific Plan.
- b. Bleeker Street extension is missing (inconsistency with TASP Figure 3-2 Street System).
- c. The footprint for the Montague pedestrian overcrossing is omitted. Place and clearly identify the footprint on the plan.
- d. Provide breakdown analysis of density and intensity by parcel (as previously referred to).
- e. Intersection of Newbury and Centre Pointe shall be straightened and aligned as a “T” intersection using best traffic safety practices and consistency with the Specific Plan (Figure 3-2).

Sheet TM-5 Proposed land use inconsistencies with the TASP are also related to proposed street section inconsistencies with the TASP. Please update this sheet as follows:

- a. Figure 1: Use Specific Plan Figure 5-17 New Pedestrian Retail Street Section.
- b. Figure 2: Use Specific Plan Figure 5-17 New Pedestrian Retail Street Section.
- c. With townhomes, the current Market Street cross-section is inconsistent with the character of the neighborhood.
- d. Figure 5: Specific Plan Figure 5-17 New Pedestrian Retail Street Section.

Sheet TM-6 Proposed land use inconsistencies with the TASP are also related to proposed street section inconsistencies with the TASP. Please update this sheet as follows:

- a. Figure 6: Specific Plan Figure 5-17 New Pedestrian Retail Street Section.
- b. Figure 7: Use Specific Plan Figure 5-9 New Local Streets.
- c. Figure 8: North of Bleeker Extension (to be shown on future submittal) to use Specific Plan Figure 5-17 New Pedestrian Retail Street Section. South of Bleeker Extension (to be shown on future submittal) to use Specific Plan Figure 5-9 New Local Streets.
- d. Figure 8: Existing Bond Street should be revised to reflect super-elevated section (for interim drainage) and bio-treatment areas. The project will reconstruct Bond Street in accordance with the TASP section (properly crowned section and parking along the project frontage).

Sheet TM-7 Proposed land use inconsistencies with the TASP are also related to proposed street section inconsistencies with the TASP. Please update this sheet as follows:

- a. Figure 12: Use Specific Plan Figure 5-17 New Pedestrian Retail Street Section.
- b. Figure 13: Use Specific Plan Figure 5-3.
- c. Figure 14: Identify height of the retaining wall.
- d. Figure 15: Use Figure 5-9.

Sheet TM-8 Please update this sheet as follows:

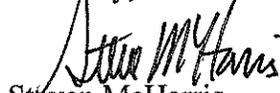
Surface parking can be accommodated between the building and Great Mall Parkway (See TASP cross section).

Next Steps

Upon your resubmittal, submit six sets of plans, two sets of any required study and electronic copies of plans and studies with responses to the comments stated herein and attached.

If you have any questions regarding this matter, please contact me at (408) 586-3273.

Sincerely,



Steven McHarris

Planning & Neighborhood Services Director

- c: Tom Williams
Michael J. Ogaz
Evan Knapp
Jeff Moneda



CITY OF MILPITAS

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479 * www.ci.milpitas.ca.gov

August 6, 2014

Mr. Glenn Brown
Integral Communities
500 La Gonda Way, Suite 102
Danville, CA 94526

Re: Center Point Mixed Use P-SD13-0013 – July 2014 Resubmittal

Dear Mr. Brown:

Thank you for the opportunity to comment on your application for the Centerpoint Mixed Use Project that was resubmitted to the City on July 8, 2014 for the Tentative Subdivision Map and Site Development Permit. The project includes a proposal for development of 362 dwelling units and 55,431 square feet of commercial/retail space in a mixed-use building; and, 241 dwelling units in rows of townhome buildings, and other on-site and off-site improvements.

City staff completed its review of the resubmitted plans to determine the presence of all information required to move forward in the process. **Please note previous comments have not been addressed.** This evaluation shows the information submitted in support of your application is not sufficient for complete analysis of the application. As proposed the project requires an amendment to the General Plan, Transit Area Specific Plan (TASP), and Zoning Map, and additional information is required. The issues identified below need to be addressed in your next submittal. If amendments to the TASP are pursued, then a justification statement identifying amendments to the TASP, and reasoning for such, is required.

1. Overall, the project as submitted does not conform to the TASP in terms of land use and circulation network. Please refer to Figures 3-1 and 3-2 of the TASP which outline the intended land uses and circulation. The TASP was developed with a specific density for residential uses and specific locations and intensity for commercial space. Any significant deviation from these Figures will require an amendment to the TASP. The plans do not conform to the intended land uses and circulation pattern which is a significant deviation from the Plan. The residential density does meet the overall minimum requirement if averaged over the entire project site. However, numerous inconsistencies and deficiencies in the other aspects of the project exist, and must be addressed prior to staff making a favorable recommendation on the project.
2. The townhome product type, density and design as proposed does not provide the site design or character intended in the TASP. The site planning for the townhome portion of the project lacks design creativity. As proposed, townhomes are lined up in a monotonous fashion that lacks character, depth or design interest. It also creates numerous dead-end drive aisles and an undesirable circulation pattern. (See Fire Department Comments below) The TASP also envisions particular massing and height along Bond Street and

- Montague Expressway. The townhome portion of the project as designed does little to create a desirable living and neighborhood environment.
3. As identified with previous submittals, the project needs to adhere to adopted TASP. City staff cannot thoroughly evaluate the proposal when fundamental land use and zoning inconsistencies exist. These inconsistencies affect numerous site development standards and other supporting documents and elements of the submittal. For example, the Storm Water Control Plan or proposed utilities cannot be reviewed when the site plan for the project is inconsistent with the TASP.
 4. The proposed commercial/retail uses and locations also do not comply with the TASP and would require a Specific Plan Amendment. See Figures 3-1 and Table 3-1 of TASP, specifically the locations for commercial frontage are shown as residential development in your proposal. The TASP contains no provision for transferring or averaging commercial space. Further, the location of commercial space is intended to evoke a certain mixed-use character and pedestrian streetscape environment in those portions identified for commercial development. Arbitrarily removing these locations, or assuming it can be transferred somewhere else does not meet the intent or vision of the TASP. In addition, any proposed removal or relocation of commercial space requires a real estate market analysis to provide justification and support of the relocation.
 5. All street sections and street classifications for the proposed project shall conform to the TASP. Bond Street is shown to connect to Great Mall Parkway. All streets are indicated as public streets. Any change to the relocation of Bond Street, change to cross-sections, or private street design requires application for a Specific Plan Amendment. Further, the Bond and Market Street intersection does not align. Please ensure all intersections align and are designed correctly. The plans are also unclear for the ultimate improvement at the termination of Bond Street at the creek channel, however, Bond Street should be designed per the TASP which would eliminate this dead-end.

Architectural and Site Design Comments

These comments have been provided by Larry Cannon of Cannon Design Group who provides peer review site and architectural review services for the City. Please also refer to the attached exhibits.

Mixed Use Building

6. Please coordinate the floor plan and building elevations as they do not appear consistent. The building facades appear rather flat. In comparing the elevations to the floor plans, there are areas on the elevations with significant shadows suggesting significant plane changes, but only flat facades in some of those areas are indicated on the floor plans. Additional drawings are needed to fully evaluate the building architecture. Please provide a series of wall/building sections (minimum of six) across the facade, and a confirmation that the floor plans match up with the building elevations shown. (see attached, from previous review)
7. A dead end parking aisle is indicated for retail and guest parking. The dead end aisle is in front of the building, and another also located inside the garage. Staff recommends consulting with a retail market professional for peer review on the issue of dead end parking for retail use; and overall building and site design for retailing. Staff feels the

proposed design could negatively impact retail business in this location. Please provide additional or revised information that supports a successful design.

Lots B & C

8. Site design is tight which compromises livability. It appears this project has tried to squeeze every possible unit onto the site at the expense of creating a quality living environment for the residents. Some issues include:
9. The pedestrian Paseos along many of the units on Lot C are pretty narrow for the continuous three-story structures fronting on them. Please provide nearby examples that are designed in a similar fashion. Typically paseos of this same width only have either two-story or a one and two-story combination of units along their edges.
10. The other major visual impact is the very long driveways lined with garage doors with no landscaping shown on the drawings. The unit facades along the full length of these driveways appear to be three-stories in height. The visual quality of these driveways will be the environment experienced by both residents and visitors using the interior guest parking. The facades are also largely flat with only awnings to add much visual variety.
11. Please provide visual screening at the end of the auto alleys so pedestrians are not looking directly at the garages.
12. The long guest parking areas do not include landscaping to break up the rows of cars and would benefit from some landscaped finger islands. Please provide.
13. The pedestrian access from parking on Market Street to the units on the Paseo on Lot B would be better if it continued on a walk with flanking landscaping rather than between parked cars, as currently shown.
14. The trash enclosure at the northwest corner of Lot B is very close to the edge of the driveway, and may be a hazard. There is only one other trash container for the entire Lot B & C project as far as I could see. Its location at the far west end of Lot C may not be very convenient for the residents.
15. The Loft units seem to have a fair amount of articulation that would lead one to feel that they are living in individual home units. The Riverwalk structures, however, have less of that feeling - largely because of the grouping together of units in the central part of the facades. Please provide additional design interest to give them more individuality.

Public Works Comments

16. Street cross-section are not consistent with the TASP street sections intended for this area. Please revise accordingly based on Figure 3-2 of the TASP. Also, Bond Street is intended to connect to Great Mall Parkway. Please provide justification for this realignment with supporting documentation for operation of internal circulation.
17. Please provide a cross-section for Montague Expressway. Please coordinate with the County Department of Road and Airports in regards to their widening project to ensure accurate information is obtained and shown on the plans.

18. Cross-section slopes shall not exceed 4:1. Please revise accordingly and indicate on plans. Please also indicate heights of all retaining walls. It appears retaining walls are located along the streets (McCandless and Market) and sidewalks are raised above grade. Please redesign so streets and sidewalks are at the same grade.
19. Please adjust utilities to grade and ensure all transformers, utility faults and appurtenances are placed underground.
20. Overall, the Tentative Map deviates significantly from TASP standards and requirements. Please provide additional information and documentation to support proposed changes.
21. Please provide information that indicates the area set aside for the future pedestrian bridge is adequate. This area should be designed as an inviting small plaza. Removal of at least one of the units to ensure adequate space may be necessary. The landscape plan indicates trees in this area which would not be consistent with the bridge location.
22. Please provide a cross-section of Great Mall Parkway and more detail at the location of the front parking lot. This intersection needs careful design given the traffic loads and speeds on Great Mall Parkway. An acceleration lane may be warranted.
23. The design of the Center Point/Great Mall intersection needs to be redesigned, or more accurately indicated on the plans. The current configuration on Sheet TM-8 indicates the travel lane directed into the parking lane. Please note the traffic signal at this location will require modification as part of this project.
24. Please eliminate decorative paving on public streets. Please add the TASP standard crosswalk detail at all intersection locations.
25. The trash enclosure for the mixed use building is inconsistent amongst the plans. Please revise accordingly and provide a separate Solid Waste Handling Plan for the entire project.

Utility Engineering Comments

Comments in Bold represent new comments.

#	Concern	Proposed Note/Condition
1	Contract Water supply (max day)	Project to be served by SCVWD Zone 1 water supply. A Water Supply Assessment for the Transit Area has already been completed. Contractual water capacity is available.
2	Water distribution system	Hydraulic modeling is required to verify capacity of the adjacent water system piping and determine points of connection. Applicant to authorize City to proceed with hydraulic modeling as costs will be charged to Applicant's PJ Account. New public water pipelines shall be designed and constructed in conformance with State and City requirements. The Applicant is notified that on-site pumping may be required to serve the upper floors of proposed buildings. The City agrees with public water pipelines in McCandless Drive, proposed Market Street between McCandless Drive and Bond

		Street, proposed Bond Street, and Centre Pointe Drive.
3	Water service	<p>Neighborhood A: Separate potable master water meters are required for the retail use, residential use, and landscaping located within the building footprint. An on-site water system owned and maintained by the property owners shall serve the project downstream of the master meters. Project is recommended to have two points of connection for each service to provide redundancy.</p> <p>Neighborhoods B and C: Locate fire hydrants on the public water system to the maximum extent possible. Townhome-style housing shall be served by master water meters at the connection to the public water system. An on-site water system owned and maintained by the property owners shall serve the development downstream of the master meters. Master meters shall be located in City right-of-way or public service utility easements. A combined domestic and fire protection water pipeline is allowed. A separate potable irrigation pipeline is required. Land Development to apply standard notes and conditions.</p>
4	Treatment capacity	The City has sufficient sewer treatment capacity to serve the Project.
5	Wastewater collection system	No certificates of occupancy shall be issued for this project until completion of Sewer Projects 11A and 11B. Hydraulic modeling is required to confirm sufficient capacity exists in the public sewer lines.
6	Wastewater service	The on-site sewer system shall be privately owned and maintained by the property owners. The system shall be designed for sufficient capacity and ease of maintenance to minimize sewer blockages and spills. Land Development to apply standard notes and conditions.
7	Recycled water	<p>Neighborhood A: This project shall use recycled water for irrigation of street frontage landscaping and landscaping located around the building perimeter.</p> <p>Neighborhoods B and C: This project shall not use recycled water for irrigation due to the limited amount of landscaping. Landscaping areas 2,500 square feet and larger shall be served by a separate irrigation meter and not from the domestic service master meter. Everyone still ok with this comment?</p>
8	Landscape	Neighborhood A: All landscape plants that are required to use recycled water shall be compatible with recycled water. Land Development to apply standard notes and conditions.
9	Solid waste	<p>Neighborhood A:</p> <p>Enclosure may be required to meet parking garage standards – confirm with Fire Department. Project shall design and install roll-off style service in accordance with City requirements. Developer shall submit a Solid Waste Handling Plan providing sufficient area for trash enclosures and describing how residential and commercial waste will be conveyed to the bins. Collection service access shall be in</p>

		<p>accordance with City guidelines. The City's hauler cannot back up onto busy streets, cross intersections, or block fire truck access or driveways as the collection process can take 15 minutes. A 15 foot minimum overhead clearance is required. The proposed enclosure access is not acceptable. Residential and commercial trash may be commingled. Residential and commercial recycling may be commingled. Proposed on-site equipment shall be compatible with the hauler's equipment. Developer to adhere to City's development standards regarding chutes.</p> <p>Developer must meet City's minimum collection frequency requirements. No on-call only option is allowed. Verify that enhanced pavement at the garage entrance is suitable for heavy truck loads. Land Development to apply standard notes and conditions.</p> <p>Developer shall submit a Solid Waste Handling Plan demonstrating sufficient capacity and access, setout locations, and describing how residential waste will be conveyed to the shared bins. CCRs shall clearly indicate the HOA responsibilities including but not limited to: cart storage areas, monitoring cart set-outs, parking issues, collecting trash and recyclables from the residences, responding and resolving complaints involving litter, dumping, and scavenging, improper carts storage, and mediation between property owners regarding carts.</p>
10	Storm drains	Land Development to apply standard notes and conditions.
11	Urban Runoff	Storm water management shall be in compliance with Municipal Regional Permit (MRP) dated October 14, 2009. Submit a Storm Water Control Plan to verify sufficient treatment capacity. Include Low Impact Development (LID) Section C3.c.i.(2)(b) measures of harvesting and reuse, infiltration, or evapo-transpiration.
12	Fees	Project shall pay appropriate fees.
13	Trails	Show ultimate planned SCVWD creek levee build-out. Provide details such as trail drainage in compliance with SCVWD requirements.
14	Retail services	<ul style="list-style-type: none"> • Provide on-site loading dock area for the retail areas • Provide area for a cardboard baler • Provide sufficient space for a grease interceptor for food service
15	TM-4	<ul style="list-style-type: none"> • Indicate the setback for the ultimate configuration of Montague Expressway after street widening. • The proposed project across Montague Expressway is designing a pedestrian overcrossing. Identify an appropriate location and footprint for the landing.
16	TM-15	Locate as many hydrants as possible on the public water system in lieu of the private water system. The water pipeline in Market Street does not exist at the time of this writing. Clarify on plans all

		<p>utilities that this project is dependent upon that have not yet been installed and identify party and timeline for utility installation. Provide easements for all utilities that cross adjacent parcels. Adjacent building and retaining wall foundations shall be designed to insure that no building loads are transferred to the water pipe or other underground utilities and that maintenance and/or excavation work on the water pipe and other underground utilities will not undermine these adjacent structures. Provide separate water service for residential and non-residential use. Water services shall conform to City and State standards (ie backflow devices shall be located immediately downstream of water meters).</p>
17	TM-16-17	<p>Master water meters are required at the connection to the public water system and shall be located in City right-of-way or public service utility easements. A combined domestic and fire protection water pipeline is allowed. A separate potable irrigation pipeline is required. The water pipeline in Bond Street does not exist at the time of this writing. Clarify on plans all utilities that this project is dependent upon that have not yet been installed and identify party and timeline for utility installation. Provide easements for all utilities that cross adjacent parcels. Adjacent building and retaining wall foundations shall be designed to insure that no building loads are transferred to the water pipe or other underground utilities and that maintenance and/or excavation work on the water pipe and other underground utilities will not undermine these adjacent structures. Provide separate water service for residential and non-residential use. Water services shall conform to City and State standards. Revise water meter locations such that water services shall have a straight alignment between the distribution system pipe and the water meter (no bends). Water meters shall be located in public right of way or public utility service easements.</p> <p>Water line in Newbury is private and requires a master meter at each point of connection to the City's public water pipeline.</p>
18	TM-16-17	<p>Master water meters are required at the connection to the public water system and shall be located in City right-of-way or public service utility easements. A combined domestic and fire protection water pipeline is allowed. A separate potable irrigation pipeline is required. The water pipeline in Bond Street does not exist at the time of this writing. Clarify on plans all utilities that this project is dependent upon that have not yet been installed and identify party and timeline for utility installation. Provide easements for all utilities that cross adjacent parcels. Adjacent building and retaining wall foundations shall be designed to insure that no building loads are transferred to the water pipe or other underground utilities and that maintenance and/or excavation work on the water pipe and other underground utilities will not undermine these adjacent structures. Provide separate water service for residential and non-</p>

		residential use. Water services shall conform to City and State standards. Revise water meter locations such that water services shall have a straight alignment between the distribution system pipe and the water meter (no bends). Water meters shall be located in public right of way or public utility service easements. Sanitary sewer in Alley D appears to dead-end.
19	TM-23	Show access dimensions such as turning radius. The service style consists of the hauler backing up to the enclosure and parking outside of the enclosure for up to 15 minutes. Access to the Neighborhood A enclosure is not acceptable as the City's hauler is not allowed to back up on busy streets, cross intersections, or landscape. Vertical clearance is also required if the hauler will be entering into the parking garage. Parking garage enclosure may be required to be designed to parking garage standards if any vehicles will be entering it. Demonstrate that there is sufficient apron in front of the Neighborhood B and C enclosures such that the hauler does not block the street. Access to Neighborhoods C enclosure should come from the opposite direction to minimize backing across traffic lanes.
A1.0	Site Plan	Fire Department Notes- City water pressure is insufficient to reach upper floors. Applicant shall provide on-site pumping and storage facilities.
A1.1	Trash plan	Need to discuss generation calcs on A1.1, need to discuss Republic access; need to discuss scout truck on public street; food service or restaurants?
	General	Neighborhood B/C has live work units – find comments for Cobblestone and add them here.
L-01	Conceptual Landscape	Landscape does not match site plan at area of Neighborhood A's trash enclosure.

Fire Department Comments

PRELIMINARY REVIEW. The proposed site design needs changes to meet the Fire Department fire apparatus access requirements.

1. FIRE DEPARTMENT APPARATUS ACCESS (TM-21 and TM-22)
 - a. Site access (streets) as proposed is not in compliance with the CA Fire Code and Milpitas fire apparatus access requirements. Please see below for information.

The proposed modeling is not acceptable for that it does not include the minimum 2' safety clearance required for the outside and the inside radii. See comment b. below for minimum requirements.

- b. Fire apparatus turning requirements for all proposed streets. Fire apparatus access shall meet the CA Fire Code and the Milpitas Fire Department turning radii guidelines and

shall provide continuous apparatus travel. Turning radii for fire apparatus access roads shall be a minimum net clearance of 48 feet 6 inches for the outside radius and 28 feet 0 inches for the inside radius. The layout for the outside and the inside radius shall be from the same reference point. California Fire Code (CFC) Section 503.2

The fire apparatus turning radii shall be not less than 48'-6" for the outside and 28'-0" for the interior. This includes a 2'-0" safety clearance.

c. SHEET TM-22, ALL DETAILS

Rather than overlapping turning modeling and creating different shading for different directions, provide separate details for different turning movements (outbound and inbound).

d. SHEET TM-22, DETAIL 1. Show turning modeling as required per comments 1.a. and 1.b. above.

e. SHEET TM-22, DETAIL 2, DETAIL 3, DETAIL 4 and DETAIL 5. Fire apparatus turning requirements from private streets onto public streets, and vice versa, shall comply with the fire apparatus performing the turning movements within the designated travel lane and without encroaching onto the opposing travel lane.

Please model the fire truck turning movements from within the designated travel lane, and not from the middle of the roads, and in compliance with comments 1.a. and 1.b.

f. SHEET TM-22, DETAIL 2. Need to model Drive A on to Newbury St., outbound (both directions). Model with private onto public street criteria as noted above.

g. SHEET TM-22, DETAIL 4. Please model Bond St. onto Market Street, outbound. And yes, to meet all noted criteria above.

h. SHEET TM-22, DETAIL 5. Drive C and Drive D modeling should be outbound in both directions, not just one direction.

i. SHEET TM-22, ON SITE PRIVATE STREETS. Provide details for all turning movements on private streets.

2. FIRE DEPARTMENT ACCESS TO ALL BUILDING WITHIN 150 FEET IS REQUIRED.

Fire apparatus access roads shall be extended to within 150 feet of all portions of the buildings and all portions of the exterior walls of the first story of the buildings as measures by an approved route (fire dept. approved) around the exterior of the buildings. CA Fire Code Section 503.

An approved access route is driveways, sidewalks, pedestrian accessible landscape (not bio-swales or other type of landscape that creates obstructions or difficult to walk on). Approved route shall not be measured through parking stalls or other physical obstructions. An approved route shall be clear and accessible at all times. Provide a plan showing the required fire dept. access route.

3. Water supply for fire protection. No review done at this stage of preliminary review.

4. General Building Requirement. No review done at this stage of preliminary review.

Building & Safety Department Comments

Please note these comments are for information only. It is highly recommended that these comments be addressed prior to submittal for the building permit. If you have any questions on these notes, please contact **Leon Sheyman** at 408-586 3245.

ARCHITECTURAL COMMENTS

1. Applicable codes shall be 2013 CBC, CMC, CEC, CPC, Green Building Standards Code, California Energy Code and 2014 Milpitas Municipal Code.
2. Engineer or Architect licensed in the State of California shall prepare the plans. Structural design calculations and plans shall be wet signed and stamped when applying for a building permit.
3. Applicant shall apply for new building addresses prior to submitting for a building permit.
4. Condominium building shall be classified as group R2 occupancy as per 2013 CBC sec. 310. Garages exceeding 3,000 square feet shall be classified as S-2 occupancy as per sec.311.
5. The tunnel for vehicular entrance to the garage below the apartment building shall be classified as Group S-2 occupancy.
6. Retail spaces shall be classified as Group M occupancy per CBC sec. 309.
7. Leasing office shall be classified as Group B occupancy per CBC sec. 304.
8. Condominium buildings over 2 stories high shall be at least one-hour fire-rated minimum (Type VA) per 2013 CBC sec.503.1 and Table 503.
9. Allowable building area for the building shall be as per 2013 CBC section 506. Basic allowable building height and basic allowable building area shall be as per Table 503.
10. The maximum area of protected and unprotected openings in exterior walls shall comply with 2013 CBC sec.705.8.
11. Wall and floor separating units in the same building and separating units from other occupancies are required to be one-hour fire resistive construction per 2013 CBC, section 420, 708 and 711.
12. Required separation in buildings between dwellings and private garages shall be as per 2013 CBC sec.406.3.4.
13. Group U private garages exceeding 3000 sq ft shall be separated by fire walls per 2013 CBC sec. 406.3.2.
14. Corridor with occupant load over 10 shall be one-hour rated with 20-minute doors leading to it per 2013 CBC section 1018.1.
15. Minimum no. of exits shall be provided per 2013 CBC Table 1021.1 and the exits provided shall comply with 2013 CBC sec. 1019 through 1027. The required number of exits from any story shall be maintained until arrival at grade or public way per 2013 CBC sec. 1021.1. Elevator shall not be used as a component of a required means of egress per 2013 CBC sec. 1003.7.
16. Exit stair enclosures shall not provide exit through corridor as per 2013 CBC sec.1022.1.
17. Mezzanine in the upper units shall be considered a story if it does not meet requirements of 2013 CBC sec.505.2 and shall be provided with 2 exits as per sec.1021.2.

18. In the units provide carbon monoxide detectors in addition to smoke detectors as per 2013 CBC sec.420.6.
19. Escape bedroom windows below the 4th floor shall open into a public street, yard or exit court that opens to a public way as per 2013 CBC sec.1029.1.
20. Exit from exit courts shall not reenter exit access as per 2013 CBC sec. 1027.1 and sec.1027.5.
21. Required exit courts to which escape bedroom windows open, shall be provided with exiting as per 2013 CBC sec.1027.1.
22. Elevators opening into corridor shall be provided with an elevator lobby as per 2013 CBC section 713.14.1. The lobby shall completely separate the elevator from corridor by fire or smoke partition.
23. Elevator shall be enclosed in a shaft enclosure per 2013 CBC section 708.2.
24. An enclosed elevator lobby shall be provided at each floor where the elevator shaft connects more than 2 stories in R-2 occupancies without exception for sprinklered building per 2013 CBC sec. 713.14.1.
25. Refuse chute enclosure shall be 2-hr fire rated where connecting 4 stories or more per CBC sec. 713.4. Termination room of refuse chutes shall be 1-hr fire rated with 3/4-hr opening protection per CBC sec. 713.13.4.
26. Interior stairway shall be enclosed per 2013 CBC section 1022.2.
27. All required stairway in a building four or more stories in height shall have an approved hatch openable to the exterior per 2013 CBC section 1009.16.
28. Roofing material shall be per 2013 CBC, Table 1505.1.
29. In the assembly occupancy doors shall swing in the direction of exit per 2013 CBC sec. 1008.1.2. Exit doors from assembly occupancy shall be provided with panic hardware per section 1008.1.10 and exit signs per section 1011.1.
30. Provide exit signs when two exits are required per 2013 CBC section 1011.1.
31. Building that house group A occupancy shall front directly on or discharge to a public street not less than 20 feet in width per 2013 section 1028.2 and 1028.3. The main entrance to the building shall be located on a public street or on the exit discharge.
32. Required separation in buildings with mixed occupancies shall be per 2013 CBC sec.508.
33. Occupant load factor for assembly and multi-use room without fixed seats shall be 1 occupant per 7 sq. ft as per 2013 CBC, Table 1004.1.2.
34. Exit enclosure in building less than four stories in height shall be one-hour fire-resistive construction per 2013 CBC section 1022.2.
35. Exit enclosure in building four or more stories in height shall be two-hour fire-resistive construction per 2013 CBC section 1022.2.
36. In buildings four or more stories in height, one stairway shall extend to the roof surface, unless the roof has a slope steeper than 4:12 per 2013 CBC section 1009.16.
37. Exterior openings required for natural light shall open directly onto a public way, yard or court as set forth in 2013 CBC sec. 1205.1.
38. Egress balconies shall comply with 2013 CBC sec. 1019 and 1026.3.
39. Egress courts shall comply with 2013 CBC sec. 1027.4.
40. Provide acoustical report to determine sound insulation requirements for at least exterior walls. Interior sound insulation shall be as per 2013 CBC sec.1207 or as per acoustical report.
41. Dwelling units, which has non-openable windows as required by acoustical report shall be provided with mechanical ventilation as per 2013 CBC sec.1203.1 and 2013 CMC sec.402.3. As per City policy BDP-ME05, City does not allow the use of exhaust only fans to achieve the fresh outside air requirement through infiltration.

42. CalGreen checklist shall be provided on plans. In mixed occupancy buildings, each portion of a building shall comply with the specific green building measures applicable to each specific occupancy per CalGreen sec. 302. The following checklists may be used:
- Non-residential checklist:
http://www.ci.milpitas.ca.gov/pdfs/bld_2013_CALGreen_Handouts_Non-Residential.pdf
- Low rise residential checklist:
http://www.ci.milpitas.ca.gov/pdfs/bld_2013_CALGreen_Handouts_Residential.pdf
43. Buildings shall comply with Milpitas Green Building Ordinance. Residential buildings (any height) shall meet the min. threshold of 50 Green Points (GreenPoint Rated) and non-residential buildings between 25,000 sq ft and 49,999 sq ft shall meet LEED Certified and exceeding 50,000 sq ft shall meet LEED Silver. These checklists shall be provided on plans and the following note shall be provided on the Title Sheet:
- “Conditions of Approval: Prior to final inspection, a 3rd party certified professional shall provide a letter of compliance to the City inspector that certifies the project has been constructed in accordance with the requirements on the CalGreen and LEED/GreenPoint Rated checklists on plan.”
44. Bicycle short term and long term parking shall be provided as per 2013 California Green Building Standards Code sec.5.106.4.1.
45. Clean air vehicles parking shall be provided as per 2013 California Green Building Standards Code sec.5.106.5.2. As per City policy BDP-BLG17 if EV charging stations are provided at least one such parking space shall be accessible and accessible EV charging parking space shall not be counted as one of the required accessible parking spaces as required by CBC, because the space is allowed to be used by non-disabled people.
46. Provide T-24 energy compliance forms on the plans for each type of occupancy.

ACCESSIBILITY

47. Group U private garages, which are accessory to covered multifamily dwelling units shall be accessible as required in 2013 CBC sec. 1109A.
48. Provide site accessibility plans when submitting for site improvement plans. An accessible route of travel shall be provided from all accessible building entrances (adaptable condo units, apartment building entrances, retail spaces, leasing office, apartment common use areas) to public transportation stop, accessible parking and public streets or sidewalks per 2010 CBC section 1110A.1 and 1133B.1.1.1. When more than one route of travel is provided, all routes shall be accessible.
49. All sidewalks shall be accessible and shall be continuous.
50. Provide details of curb ramps and accessible parking and indicate the max. slope and cross slope of all accessible route of travel.
51. People with disabilities accessible parking shall be provided per 2013 CBC, section 1109A.3 (2% shall be accessible of the covered dwelling units). Signage is not required.
52. Each type of parking shall be accessible as per 2013 CBC sec.1009A.3 and 1009A.4.
53. If visitor parking is provided, a minimum of 5% parking stalls shall be accessible and shall be provided with signage as per 2013 CBC sec.1009A.5.
54. Accessible parking spaces shall be dispersed and located closest to the accessible entrances as per 2013 CBC per sec.1009A.7.

55. One in every eight accessible parking spaces shall be “ Van accessible “, but not less than one per 2013 CBC section 1109A.8.6.
56. An accessible route of travel shall be provided to all accessible building entrances. At least one accessible route shall be provided from public transportation stop, accessible parking and public street to building entrance per 2013 CBC section 1110A.1.
57. Accessibility signs shall be provided at every primary public entrance and at every major junction along or leading to an accessible route of travel and at building entrance that are accessible per 2013 CBC, section 1110A.2.
58. All primary entrances and required exit doors to building and facilities shall be accessible to people with disabilities per 2013 CBC, section 1117A.2.
59. Exit stairways shall be accessible means of egress with the area of refuge as per 2013 CBC sec.1007.3 unless building is provided with approved automatic fire sprinkler system.
60. At least one accessible means of egress shall be an elevator as per 2013 CBC sec.1007.2.1, unless building is provided with approved automatic fire sprinkler system and horizontal exit at each floor.
61. All elevators shall be accessible per 2013 CBC sections 1124A and at least one shall be medical emergency service elevator as per sec.3002.4a.
62. All entrances to and vertical clearances within parking structures shall have a minimum of 8 feet 2 inches where required for persons with disabilities per 2010 CBC section 1109.A.8.1.
63. Each accessible portion of the space shall be served by accessible means of egress in at least the same number as required by 2013 CBC sec. 1015.1 or 1021.1 per sec. 1007.1.
64. Areas of refuge shall be provided with a 2-way communication system between the area of refuge and a central control point per 2013 CBC sec. 1007.6.3.
65. All elevators shall be accessible as per 2013 CBC section 1124A.
66. All elevators in buildings four or more stories in height shall be provided with not less than one medical emergency service to all landings meeting the provisions of 2013 CBC sec. 3002.4a.
67. If an elevator is considered as part of an accessible means of egress, it shall comply with the emergency operation, signaling device and standby power requirements and shall be accessed from an area of refuge per 2013 CBC sec. 1007.4.
68. Bathing and toilet facilities within covered multifamily dwelling units shall comply with 2013 CBC sec. 1134A.
69. Provide maneuvering clearance at all interior doors per 2013 CBC sec. 1132A.5 and at entrance doors and exit doors per 2013 CBC sec. 1126A.3.
70. Kitchens within covered multifamily dwelling units shall comply with 2013 CBC sec. 1133A.
71. Covered multifamily dwellings served by an elevator, including private elevator, shall be designed and constructed to provide at least one accessible entrance on an accessible route per 2010 CBC sec. 1106A.1 and the units shall be adaptable and accessible into and throughout the dwelling unit as provided in Division IV per 2013 CBC sec. 1128A.
72. Multistory dwelling units without elevator shall comply with 2013 CBC sec. 1102A.3.1.

PUBLIC AND COMMON AREA

73. Public –use and common-use areas shall be accessible per 2013 CBC section 1127A.
74. Fitness center, swimming pools and all common facilities shall be fully accessible to people with disabilities per 2013 CBC sections 1102A.4, sec.1141A and sec.1127A.

75. Leasing office and retail spaces are public use area for general public use shall comply with 2013 CBC Chapter 11B accessibility requirements.

ENGINEERING

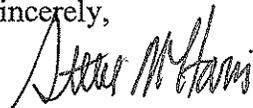
76. A soil report shall be provided when applying for grading, site improvement and building permit.
77. Paving of driveways and parking lot shall comply with 2014 MMC section II-13-18.
78. All non-structural concrete flat work shall be as per 2014 Milpitas Municipal Code, section II-13-17.05.
79. Erosion and sediment control plan shall be submitted when applying for grading permit as per 2014 Milpitas Municipal Code sec. II-13-10.
80. Prior to issuance of building permit, all the easements including private storm drain easement through adjacent parcels shall be recorded. The developer shall include interim erosion control provisions and schedules in the construction plans for areas, which will not have permanent erosion control features installed (such as landscaping) prior to any occupancy so that erosion and sediment control can be sustained as per 2014 Milpitas Municipal Code section II-13-11.

ELECTRICAL

81. All new electrical services shall be underground per 2014 Milpitas Municipal Code section II-6-2.02.
82. The main services disconnect shall be located in the first floor of the building per 2014 Milpitas Municipal Code II-6-2.03.
83. Grounding system shall comply with 2014 Milpitas Municipal Code sec.II-6-2.04.

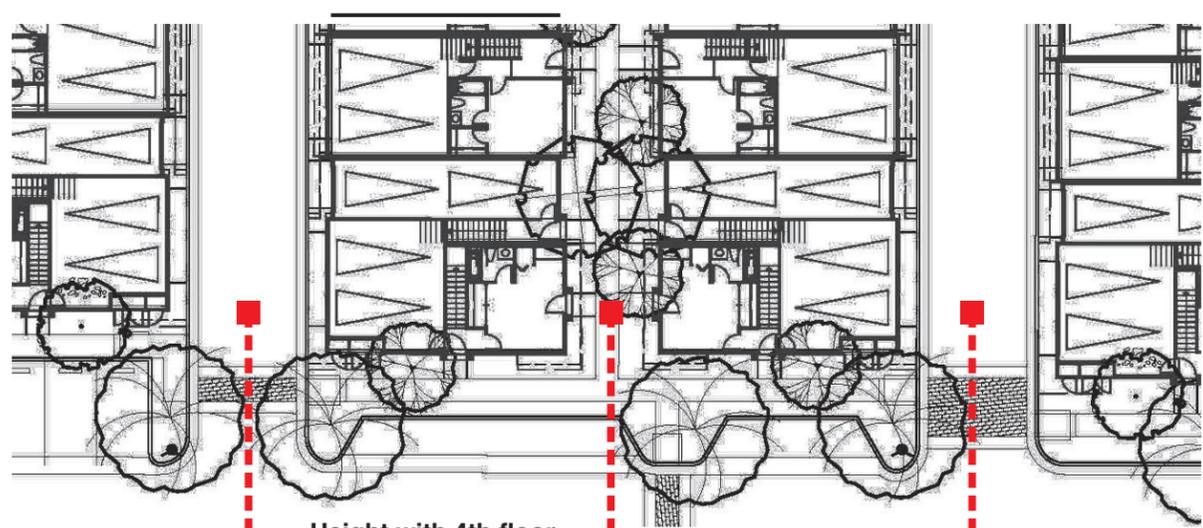
Overall, additional information is required for continued review and processing of this application. If you have any questions regarding these comments, please contact me at 408.586.3278. Thank you.

Sincerely,



Steven McHarris
Planning & Neighborhood Service Director

CC: Tom Williams, City Manager
Jeff Moneda, Public Works Director



Height with 4th floor

Additional landscaping to separate auto court and the pedestrian walkway/street frontage would be desirable

Pedestrian Paseos are very narrow relative to the building height
See plan and elevations above left

Pedestrian connection from Guest Parking on Market Street should be stronger and not between parking stalls

Long rows of garages on auto drives are likely to be visually unpleasant without landscaping to soften appearance. Guests are also subjected to this streetscape

Long row of guest parking would be better for home entry streetscapes with landscaped islands to break up the line of parked cars

Is a single trash enclosure adequate to serve all of Neighborhood C? If yes, is this non-central location convenient?

Trash closure seems very close to driveway edge

Landscaping to separate auto court and the pedestrian walkway/unit entries would be desirable

Will enclosure have a roof?
Need elevations and section and/or photographs



Paseo example: one and two-stories



Paseo example: two-stories



Auto Alley example: three-stories

Auto Alley Landscape Examples



Auto Alley

Pedestrian Paseo

Auto Alley

(See Paseo and Auto Alley photo examples to the far right)

Site Plan Comments
CENTRE POINTE LOTS B & C

CANNON DESIGN GROUP
August 5, 2014



Riverwalk structures have less on an individual home identification and more of an apartment look because of the long straight roof in the middle
Some additional roof modulation might be considered



Auto Alley Example: Variety and Vertical Forms



Auto Alley Example: Two and three-story facades variation



Alternative approach with simple top decks



Rear walls and trellises make the building seem taller and more awkward



Rear elevations have long rows of unbroken garage doors and flat facades broken only by awnings
Residents will probably experience this environment more than the front elevations

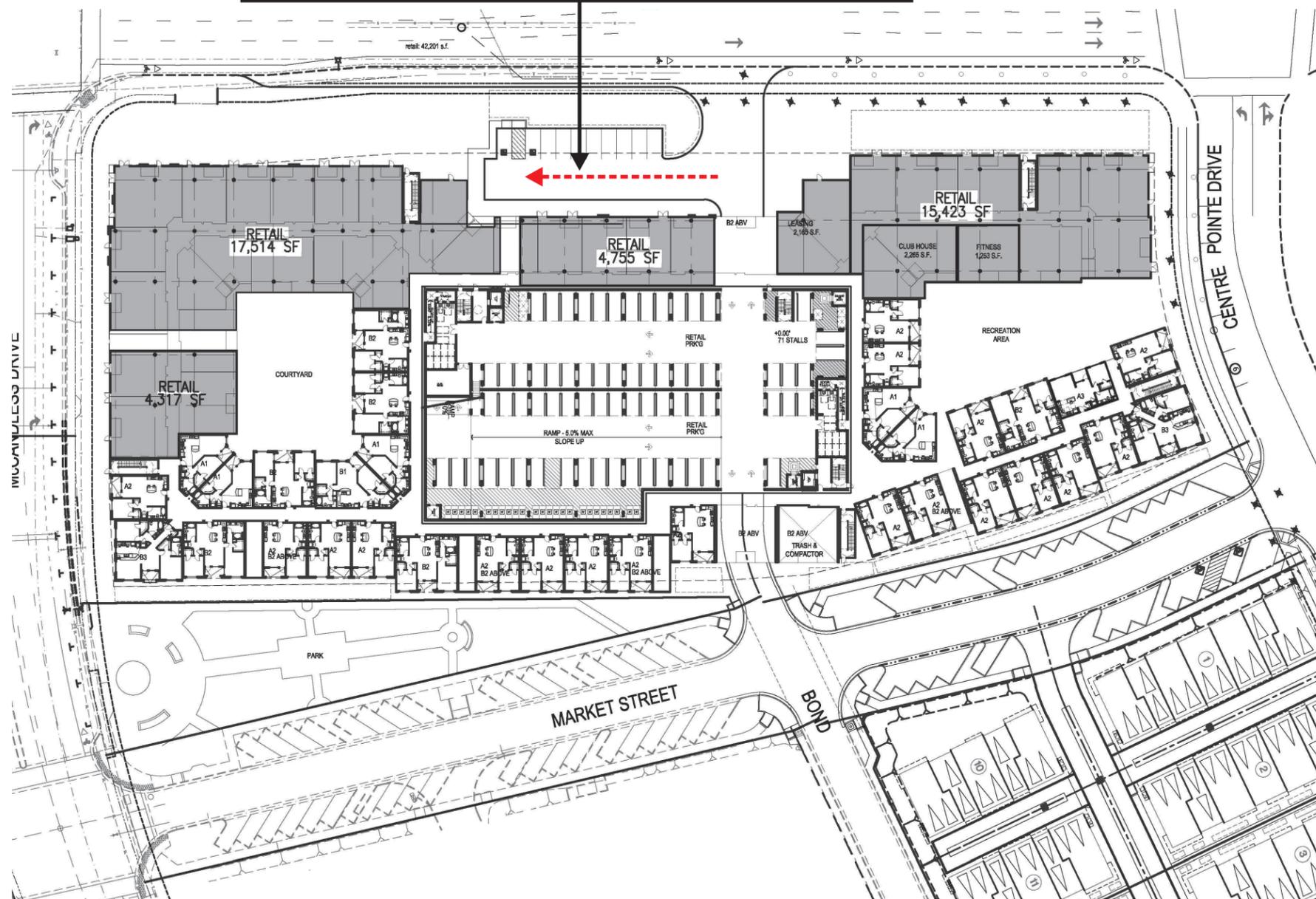
Examples above show two ways to modulate the auto alley environment



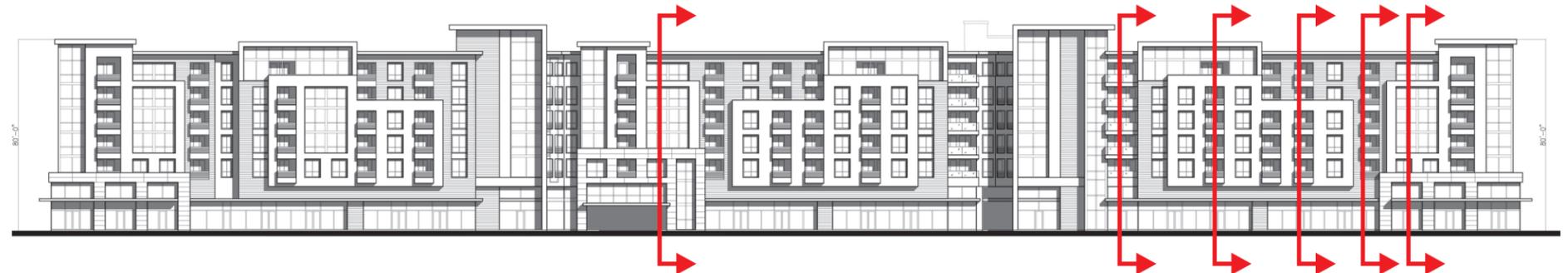
Front elevations have good modulation and detail to provide feeling of individual units

**Building Design Comments
 CENTRE POINTE LOTS B & C**

Dead end parking lots are not optimal
Parking for retail will be tempting.
Consider additional curb cut which would allow this to also be used a passenger drop-off area.



Very difficult to see from the drawings provided whether facades have significant wall plane offsets or whether it is mostly surface decoration
Several larger scale, accurate wall sections for all facades would be desirable.



Mixed Use Comments
CENTRE POINTE